

MANUFACTURERS' RECORD

A Weekly Southern Industrial and Hardware Newspaper.

VOL. XII. No. 17.
WEEKLY.

BALTIMORE, DECEMBER 3, 1887.

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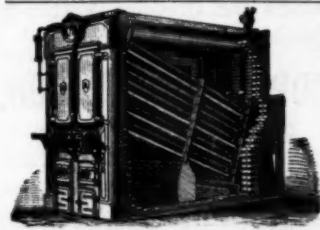
FACTS ABOUT THE NEW YORK AQUEDUCT TUNNEL.

When work began on the NEW CROTON AQUEDUCT, INGERSOLL "STRAIGHT LINE" AIR COMPRESSORS AND INGERSOLL DRILLS were adopted on about one-half the line. As the work progressed, the Engineer's Tables showed that the progress on the sections using INGERSOLL MACHINERY AVERAGED HIGHER THAN ALL OTHERS. This induced contractors on the other sections to put in INGERSOLL MACHINERY. Section "A," under Rodgers & Farrell, the first section north of Harlem River, was run for nearly a year with other machinery. In August, 1886, one-half the section was equipped with INGERSOLL DRILLS, which were so satisfactory that ALL OTHER DRILLS were thrown out, and the section was completed February 2d, 1887, WITH INGERSOLL DRILLS EXCLUSIVELY. During the ten months prior to completion, THE MONTHLY RECORDS AVERAGED 218 FEET, 83 FEET in one week, and 265 FEET, 6 INCHES MADE IN 26 DAYS, ALL FULL SECTION TUNNEL, 16x16 FEET. THIS IS THE BEST RECORD MADE IN FULL SECTION TUNNEL ON THE LINE. NATURE OF ROCK HARD GRANITE GNEISS.

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SEND FOR DESCRIPTION OF AQUEDUCT WITH ENGINEERS' TABLES OF PROGRESS AND CATALOGUE.

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Safe, Economical, Durable.

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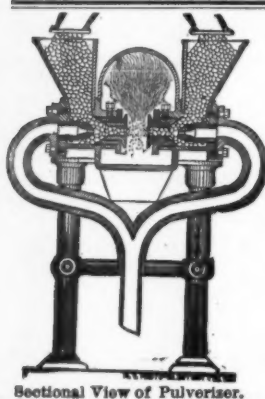
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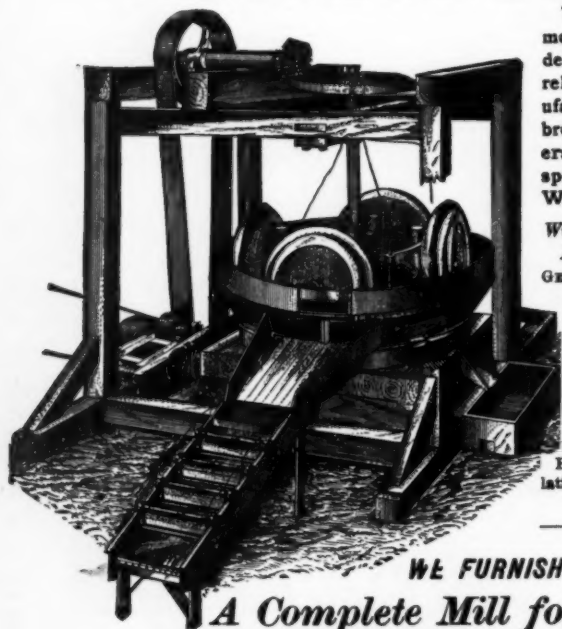


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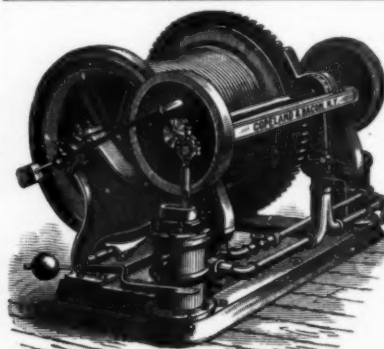
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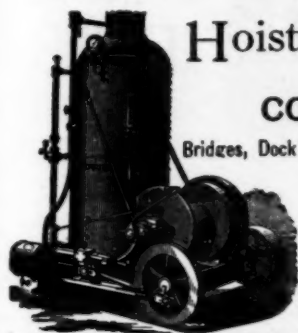
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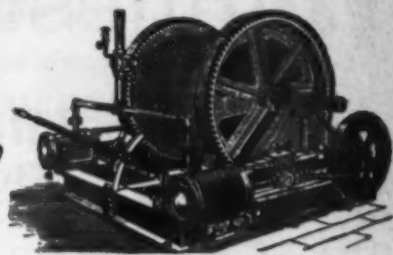
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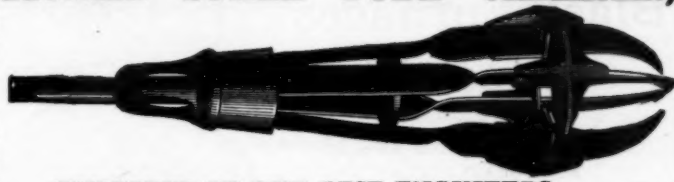
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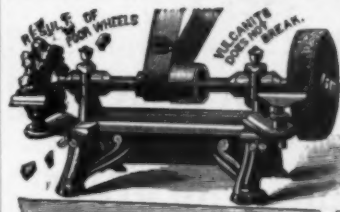
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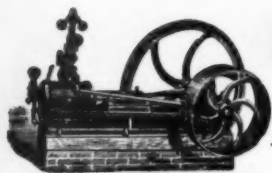
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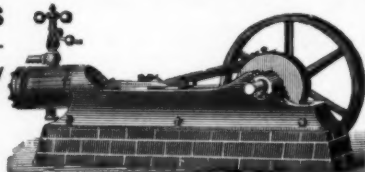
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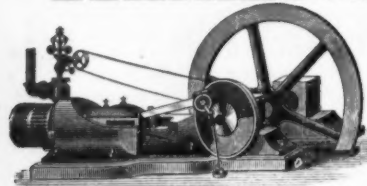


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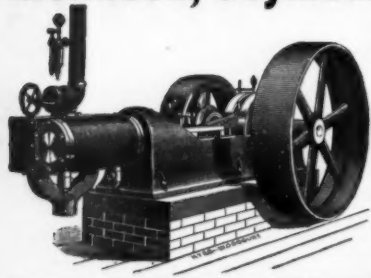
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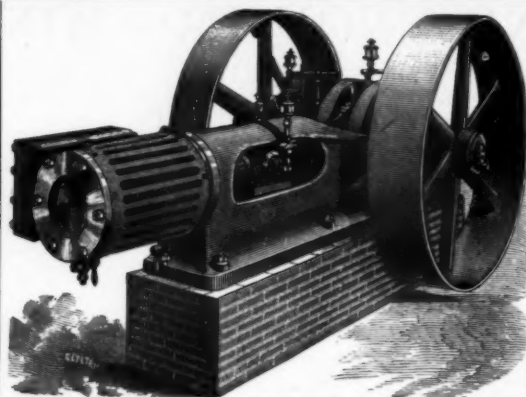
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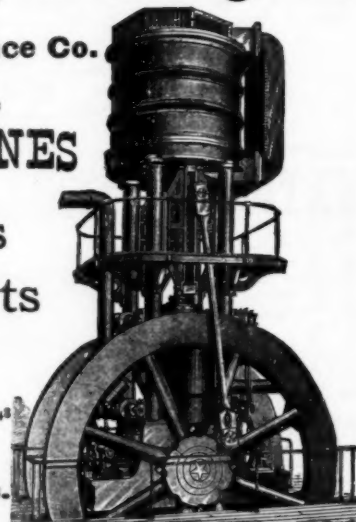
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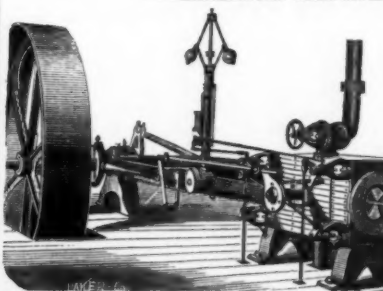
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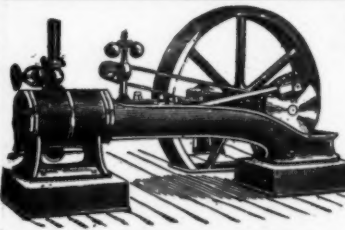
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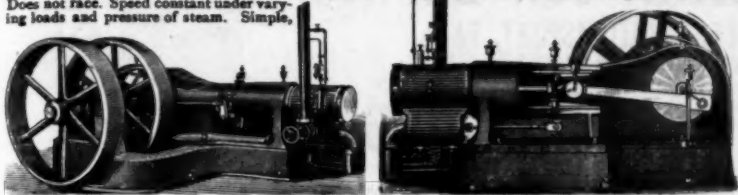
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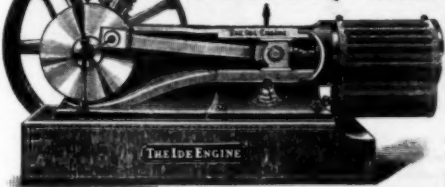
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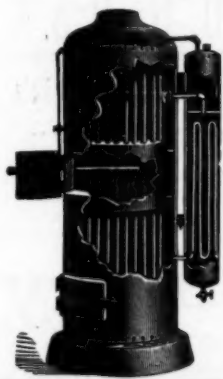
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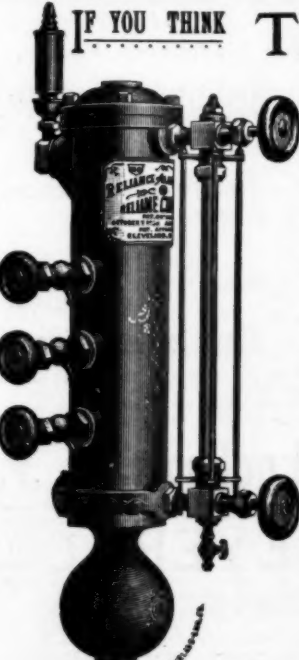
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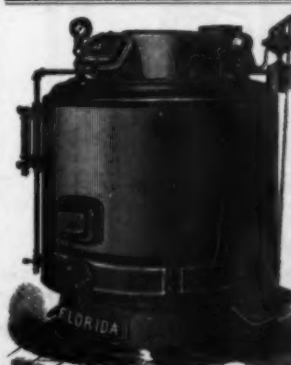
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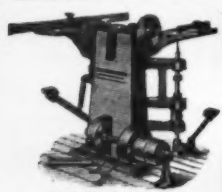
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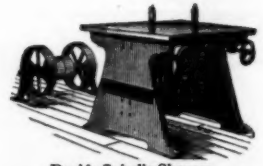
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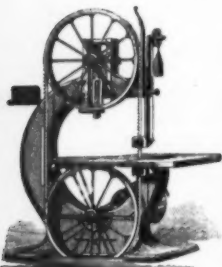
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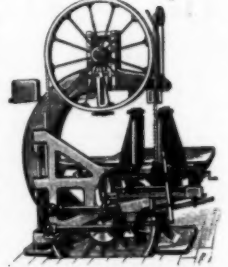
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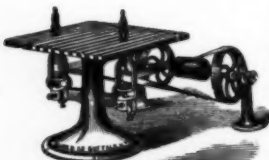
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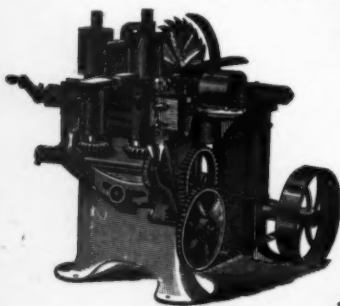
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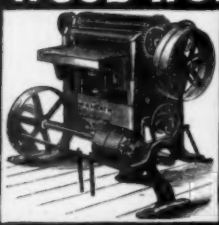
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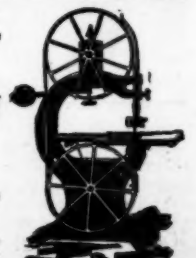
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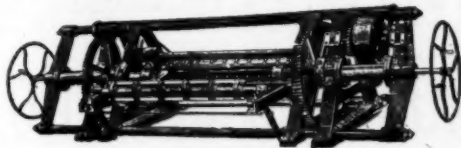
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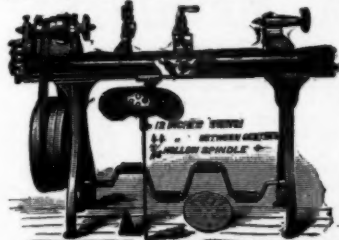
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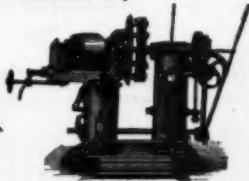
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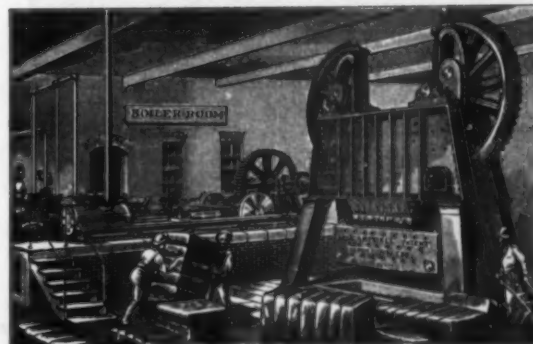
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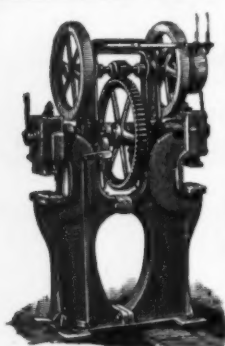
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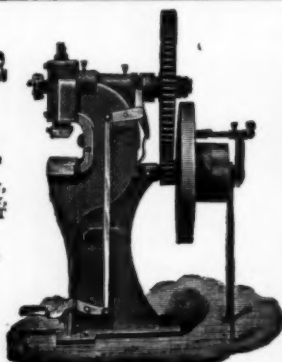
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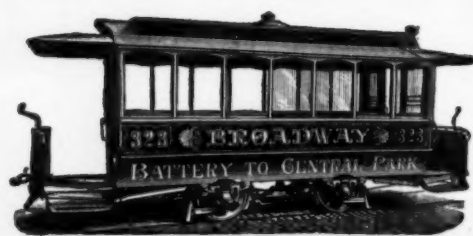
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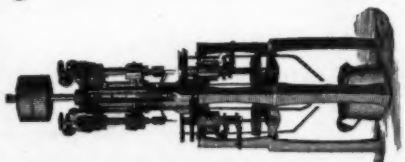
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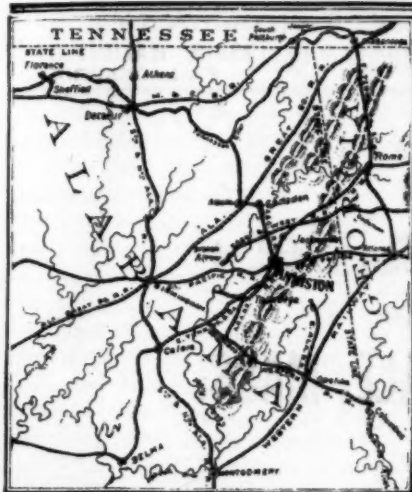


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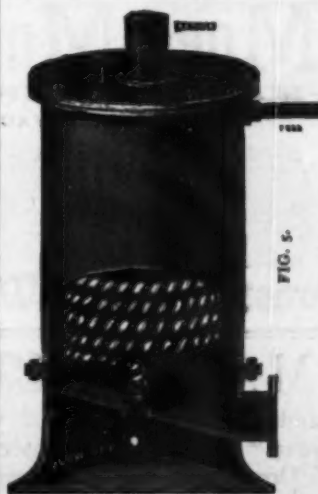
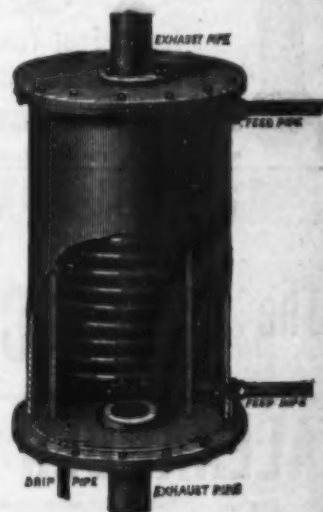
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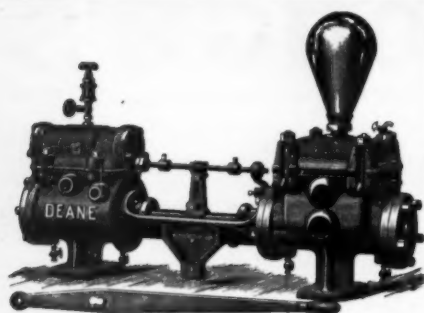
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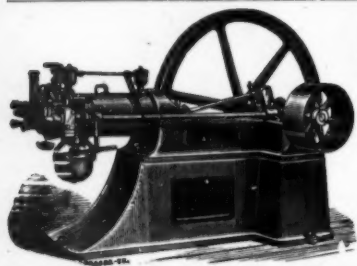
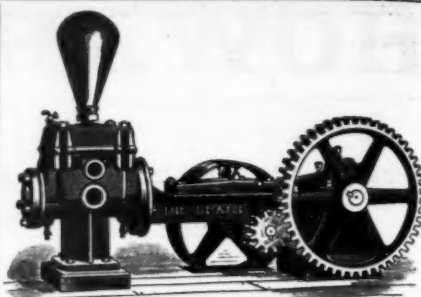
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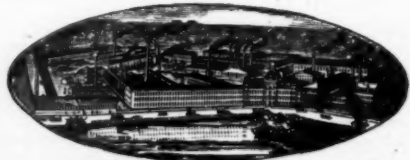
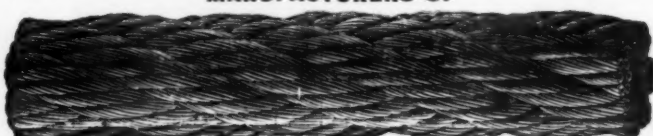
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Manufacturers' Record.

PUBLISHED EVERY SATURDAY BY THE
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BALTIMORE, DECEMBER 3, 1887.

Montgomery.

The letter published in this issue of the MANUFACTURERS' RECORD on Montgomery, Ala., will well repay a careful reading. Montgomery is not only a beautiful city, but it is a city of business men, to whose enterprise and capital the development of the industrial interests of North Alabama is largely due. Millions of dollars of Montgomery money have gone into new enterprises in the thriving cities of Birmingham, Anniston, Decatur, Sheffield and other places. It has, in fact, been a surprise to many to see what an immense amount of capital has gone from this city to these new towns, and to note how Montgomery men have led in many great enterprises that are now enriching the whole of Alabama.

The people of Montgomery are now turning their attention to the development of their own city, and, blessed as it is with many natural advantages, they propose to add to its great mercantile trade a more extensive manufacturing business. The history of Montgomery's part in developing North Alabama is all the proof that is needed to show that its business men can carry out any scheme they undertake where enterprise and capital are required. Of these two essentials Montgomery lacks not. Her business men have demonstrated to the world that it is Southern men and Southern money that have led in the South's great industrial awakening.

THE Times and News, of Gadsden, Ala., says that a traveling man, whose wide acquaintance and good judgment entitles him to a hearing, visiting Gadsden recently, said:

"Accident located some towns, but nature located Gadsden. I have spent several years on the rolling wheel with a grip sack in hand, and can state within the bounds of absolute truth that I have visited more than twenty States and at least 1,200 incorporated towns; yet I have never seen iron, coal, timber of nearly every useful variety, river transportation, health, good water and topographical beauty combined in one range of landscape before I came here. Be it known I am no enthusiast, nor am I a citizen of Gadsden or even of Alabama."

WE invite attention to the advertisement in this issue of a newspaper for sale. It is a well established weekly in a prosperous North Carolina county.

Danger to Appalachian Forests.

The government of Japan has seen the necessity of renewing the forests that once covered its mountains, which were destroyed during the civil war that raged there not long ago. To effect this the services of Dr. Heinrich Mayr have been secured for a term of years. That gentleman is a forest officer of the Bavarian government and lecturer on silviculture in the University of Munich. Doctor Mayr arrived in New York recently and while there was interviewed by a Tribune reporter, who elicited some very interesting facts that may well furnish food for thought to the States of the Piedmont region.

Two years ago Dr. Mayr crossed the United States by the lake route through the Northwest and on to Oregon, and he is now in the South to study its forests by going through the Piedmont region and Texas, and thence to California, after which he will prepare a report for the Bavarian government on American forests. He will then sail for Japan where he will assume the chair of silviculture and forest botany in the University of Tokio, besides taking charge of the forest wealth of the empire, his official superiors having granted him a long leave of absence for that purpose.

Japan proposes both to plant forests where they once existed, and also to replace with valuable trees vast tracts now covered with timber of lesser commercial importance.

"It will be a delicate undertaking," said Doctor Mayr, "to make such a sweeping transformation in the forest growth over large areas without causing violent disturbance in the natural forces which have been adjusting themselves into balance during centuries. But the Japanese government appreciates this and is preparing for the work most thoroughly and cautiously." When asked if Japan had yet suffered any of those physical disasters which have followed the deforesting of highlands in other countries, Dr. Mayr said:

"Oh, yes. This preparation for a timber supply is only one reason for the present interest in forestry in Japan. The growth of railroads opening up new markets for forest products and means for transporting them is an immediate occasion for this sharp looking after their resources by a long-sighted business people. But the country is already suffering from torrents where the wood has been stripped from the high slopes. The calamity is not so serious as it is in other parts of the world, in southeastern France, for instance, where millions literally are expended every year in an almost hopeless struggle with devastating floods.

But what has happened and is plainly threatened has decided the government to take prompt action and recover the bare heights. Near Kioto, for example, within less than fifty years the forest has been cleared from a portion of the high mountains about the city, and the result is too evident. The river flowing down from this deforested slope, and crossing a plain say fifteen miles to the sea, soon began to roll down more loosened stones and gravel and earth after the rainy season had swollen it. As the river bed was lifted by this deposit the people to restrain it from overflowing the plains on either side began to build up barriers on its banks. Then as more woods were felled the torrent became more sudden and violent,

owing to decreased obstruction. The waterway was gradually filled in with washings from the mountain, compelling another and another embankment on either side as the bottom was raised, until now the stream runs between artificial banks on the top of a long straight causeway fifty feet high.

All this is recent. How rapidly the mountain is carried downward can be measured by the belt of fresh surface on the base of projecting rocks. The surface on this belt is not rotted or weather-stained, showing that it has recently been uncovered. It will not be so difficult now to arrest this destruction before the soil is mainly swept away as it has been in some places in France and northern Italy. There is yet abundant soil to furnish foothold for trees, and after a few years' protection they will help to keep the mountain from melting into the valley."

In reply to a question as to the probability of danger in this country from reckless destruction of forests, Dr. Mayr replied:

"I do not see how you can hope to escape from the penalty of violated law. The results of cutting the timber from the sources of your streams were plainly stated to American readers by the Hon. George P. Marsh in his well-known work nearly twenty-five years ago. All experience, historical and recent, shows what must follow when the mountains are cleared.

Whether there is any cause for alarm in the present condition of your forests is a question for those more familiar than I am with the facts of the case. Many thoughtful Americans are investigating these problems, and they are perfectly competent to answer. In a general way I should say that your danger would first come where there are high mountains whose flanks and crests can be used for agricultural purposes. Cutting away timber on mountains in this climate where trees rapidly reproduce themselves if left alone, and the fire is kept away, may bring an inferior kind of timber, but even this will suffice to postpone the danger of floods. But in some places in California, say, where vineyards will flourish on the mountains and where there is a temptation to exterminate the woods to make room for them, it would appear to me that danger could not be far away. Perhaps the fertile soils I hear of on the slopes of your North Carolina mountains may in time invite similar danger, although they are now so thickly wooded.

It was discovered a few years ago that coffee would grow high up on the mountains of Ceylon, and the woods were cleared away for plantations. But in a very few years the soil was washed away from the roots of the coffee trees, leaving them entirely above ground. In these devastated areas they are now setting out tea plants, but it requires no gift of prophecy to foresee that in fifty years at most these slopes will be desolations."

THE MANUFACTURERS' RECORD has given space to the foregoing because it is pregnant with truths of the utmost importance to the future of many Southern States. What the "long-sighted business people" of Japan are about to do should be done also in every State whose rivers have their sources in forest-clad mountains within their own borders. The devastation that was caused in France by stripping its mountains and high hills of their protecting trees has been paralleled in some of the Northern States, which have suffered immense losses from a similar cause. The destruction of forests in the Piedmont regions of the South has but begun, but it is proceeding at a stupendous rate, that will increase rather than diminish. In all that

region the very conditions mentioned by Dr. Mayr exist, for there are "high mountains whose flanks and crests can be used for agricultural purposes," as, indeed, many of them are in Virginia, North Carolina and Tennessee. Evidently the learned doctor thinks that region is in danger, for he used North Carolina, of whose fertile mountain slopes he had heard, as an illustration. This warning is most timely. The Piedmont States may take lessons from continental Europe and Japan, and provide in season against the danger involved in the destruction of their mountain forests. If in Japan there is yet "abundant soil to furnish foothold for trees" that, after a few years protection, will "help to keep the mountain from melting into the valley," how much more so in that grand region stretching from Kentucky and Virginia to Northern Mississippi, where the lumbermen have but recently commenced ravaging the forests.

SEVERAL months ago, when the Athens Mining & Manufacturing Co., of Athens, Tenn., was organized, with the view to building up a manufacturing town, we commented upon the fact that in offering land for sale this company inserted in every deed a guarantee that \$500,000 should be invested by the company or through its efforts, in new industrial enterprises. If they failed to do this then purchasers of land could return their deeds and receive their money back with interest from day of purchase. This was a novel feature, but it was one that showed that the projectors of this company were in earnest, and that it was not simply a land speculation, based on promises only as to what would be done. For some time this company has been quietly but vigorously maturing its plans, and it has now commenced active work. Under date of November 21 Mr. R. J. Fisher, the treasurer and general manager, writes us as follows:

Our company have secured a large furnace plant, covering several acres, and which will employ about 200 men, and have begun work on a \$150,000 cotton mill, a \$50,000 hotel, water works and street car line, and negotiations are now pending for the erection of a full capacity 100-ton iron furnace. About 500 men are now at work on the railroad to the ore fields and to the immense variegated slate deposits."

This looks like Athens is to be added to the list of live industrial towns of the South. This company offers liberal inducements to secure the location of new industries.

MESSRS. DAY & CARTER, publishers of the Iron Trade Review, of Cleveland, have organized the Cleveland Printing & Publishing Co. with W. M. Day, president, and F. N. Carter, secretary. The new company will continue the publication of the Review, and also engage in general printing, publishing, &c. The Review is one of the best of the industrial papers of the country, and we wish it continued prosperity. It certainly deserves it.

Cans and Canning.

"What!" That subject again, so soon!" Yes. The MANUFACTURERS' RECORD intends to give its readers all facts relating to that industry that come into its possession, until the South has taken hold of it to an extent in some degree corresponding to the advantages it enjoys for prosecuting the business. A New York dealer in these goods is reported by the Mail and Express of that city as saying: "Over 1,000,000,000 cans are used annually by the canners of this country." He stated also that the weight of metal used in their manufacture was 110,000,000 pounds, which cost about \$45,000,000. These are figures so great that the mind cannot grasp them. More than one billion cans whose metal alone cost forty-five million dollars! It is astounding, impossible to believe to those not acquainted with the magnitude of this business. "The process of canning has enabled so many American products to be sent in good order all over the world," said the same merchant, "that canned goods now form an important factor in the export trade." It was told in recent issues how, from small beginnings, this industry grew to its present great proportions in Southwest Virginia. Maine papers of recent date furnish another illustration. One of the natives of that State, a sea captain who made long voyages, was exceedingly fond of sweet corn. He persuaded his brother, a farmer, who raised a great deal every summer for supplying the tables of the adjacent seaside hotels, to try the experiment of preserving it in cans. He tried successfully, and the excellence of the article led to a demand from other shipmasters that soon built up a regular and profitable business. Eighty canneries have been in operation in Maine the past season. Fourteen million cans of sweet corn have been put up, besides large quantities of apples, beans, tomatoes and other vegetables and fruit. The sales amounted to more than \$2,000,000, of which money more than two-thirds went to the farmers and work people. The profit of those corn fields is greater than that derived from a first-class cotton plantation, while the work of ploughing, planting, cultivating and harvesting is all comprised within five months. A cannery in any community not only makes a home market for what would go to waste, but it also enables the neighboring farmers to plant larger areas than they would otherwise. A North Carolina correspondent of the MANUFACTURERS' RECORD, writing from Newberne, N. C., in April, 1885, gave one instance in point. The truckers of that fertile section raise many green peas for Northern markets. They were sometimes caught with an overstock and lost money. A firm of Baltimore oyster canners, who had a branch establishment at Newberne,

set up an apparatus for pea canning. The result was a market for all the truckers' surplus, and contracts with some of them to plant an additional number of acres, the firm agreeing to take the entire crop.

An amusing incident of the growth of the foreign trade in such goods was told recently. At the last exposition in Paris a certain day was designated by the Prince of Wales for a visit by himself and the Princess to the American department. Commissioner McCormick and his chief assistant (who is now familiarly known as Rev. Sam Small) received the august visitors at the entrance and escorted them through the department, the commissioner and the prince taking the lead, while Mr. Small accompanied the lady. When the second couple reached the exhibits of canned goods the princess examined them with manifest curiosity and interest. She had never seen the like. She asked a multitude of questions, made frequent notes on her tablets, and ended by inquiring whether such goods could be found in London, and, after taking the address of a Cornhill firm, she moved forward, but assured Mr. Small that on her return home she should give immediate instructions to have an assorted supply of these goods purchased for her family. This was done, and the fashion thus set spread rapidly throughout Great Britain.

MR. JAMES HENDERSON, who is building a steel plant at Birmingham to manufacture steel by his process, in an interview in the Birmingham Chronicle, said:

"The process which will be used here is a patent of my own, and is nothing less than the purification of iron by the flame alone. I regard it as the most economical process that I have ever seen, as one ton of pig iron by the flame process will give 25 per cent. more steel than any other works that can be established. The steel which we will turn out here will contain only one-third of the phosphorus of that made by the Bessemer process, and the quality so much better that one working is saved in rolling rails.

The saving in its manufacture, as compared with the Bessemer process, with the purer kinds of ores, is \$10.75 on a ton of steel rails. Now, as to the basic process, the difference is not so great, but will amount to about \$9.25, that is, valuing steel ingots at \$25 per ton. Besides this every one per cent. of phosphorus in a ton of pig iron is worth \$4.15 per ton, that while pig iron is worth \$11 per ton, containing 3 1/4 per cent. of phosphorus, it may be put into a steel ingot free of costs, as the phosphorus is all recovered as a by-product and is available from the ore.

I have been engaged in the manufacture of steel twenty-five years. Come around in sixty days and I will show you as fine steel product as can be produced in this country."

GADSDEN, ALA., proposes to raise \$5,000, and has already secured a good part of it, for the purpose of advertising the town. Several good traveling men will be employed to visit the West and North and place the advantages of Gadsden before capitalists and manufacturers. The people of Gadsden are determined to push their town to the front and they have commenced to do it pretty vigorously.

Moving Southward.

In a recent issue the MANUFACTURERS' RECORD gave some facts as to the increasing demand from Northwestern lumbermen for Southern timber land. Commenting on the same subject the Northwestern Lumberman, of Chicago, says:

"From the beginning of the present year there has been noticed an unusual interest manifested by Northern lumbermen of capital in Southern timber land. This interest has not stopped at inquiry and actual investigation, but numerous and heavy investments have been made in Southern landed properties. The larger share of attention has been directed to long leaf pine lands in Mississippi and Alabama. In those States Michigan and Chicago men have bought up large tracts. Government pine has nearly all passed into second hands. Those who hereafter may desire to invest in Southern pine will have to content themselves mainly with scattering tracts of government land, or will have to purchase of second holders at prices considerably advanced beyond \$1.50 an acre. Within a few months cypress is attracting much attention.

The late purchase by R. G. Peters and his associates, of Manistee, Mich., of a mill and lands amounting to 33,000 acres at and near Brewton, Ala., is an indication that the Southern enthusiasm has taken hold of the more enterprising lumbermen of the North; for R. G. Peters may be called the exemplar and personification of the entire 'get up and get' element of the Michigan fraternity. Since he has invaded the South and planted his money there, it may be counted as a fact that there is no doubt that the policy of developing Southern lumber interests has become fully settled in his mind, and if in his mind, in the minds of other sagacious Northern lumbermen.

This year's movement of Michigan and Chicago lumbermen in the South is undoubtedly the beginning of a development of Southern lumber interests that will hereafter be speedy.

Increase of Exports from Southern Ports.

The Baltimore Journal of Commerce in its last issue says:

It is gratifying to note that it is not alone in manufactures that the South is developing, but that in foreign commerce she is also making good progress. A comparison of the value of the foreign exports from Southern ports for the first ten months of 1886 and 1887 gives the following:

Value of exports from Jan. 1 to Oct. 31,	
1887.	1886.
From	
Baltimore.....	\$ 41,849,707
Brunswick.....	1,699,484
Charleston.....	10,600,865
Key West.....	11,023,359
Mobile.....	391,979
New Orleans.....	2,288,201
Norfolk.....	60,821,833
Pensacola.....	9,726,607
Richmond.....	2,010,650
Savannah.....	2,098,749
Saluria, Texas.....	866,890
Wilmington, N. C.....	16,198,339
Yorktown.....	4,136,018
Total.....	\$171,581,960

The increase as shown in these figures was \$22,500,000, and of the fourteen Southern ports every one shows an increase except Charleston, where there was a very small falling off. At Baltimore there was a gain of \$4,300,000, New Orleans nearly \$4,000,000, Norfolk \$2,600,000, Savannah \$4,400,000, Yorktown (which includes Newport News) \$2,800,000. It is noticeable that even at the smaller ports, such as Brunswick, Key West and Pensacola, there was also a general increase.

This increase is in striking contrast with the statistics of exports from Northern ports. Comparing these we have:

Value of exports from Jan. 1 to Oct. 31,	
1887.	1886.
Boston.....	\$ 45,758,689
New York.....	48,477,198
Philadelphia.....	280,895,365
Portland, Me.....	28,152,896
San Francisco.....	1,703,978
San Francisco.....	2,144,365
Other Northern and Western Ports.....	23,984,933
Total Northern and Western Ports.....	37,552,891
Total Northern and Western Ports.....	\$406,234,950

Thus while there was a general increase at all Southern ports, with one exception, aggregating \$22,500,000, there was a general decrease at all Northern ports with the single exception of Philadelphia, the total decrease being \$11,300,000. At Boston there was a decline of \$2,700,000, New York \$3,700,000, Portland \$400,000, and San Francisco nearly \$5,000,000, while Philadelphia made the small increase of \$900,000.

This is certainly quite a remarkable exhibit—and is worthy of thoughtful study—that there should be such a uniform increase in the exports from Southern ports, and such a uniform decrease at Northern ports. The South is rapidly developing all branches of its business—its domestic trade, its industrial interests and its foreign commerce, and Baltimore as the chief city of the South is destined to share very largely in this increased prosperity.

It is gratifying to see the attention that the people of Knoxville are giving to the development of their city. When they almost unanimously voted some months ago \$600,000 to aid in the construction of new railroads, they not only proved their own faith in their town, but they succeeded in attracting by this bold move the attention of the country at large. Knoxville has for many years been a prosperous city, doing an unusually heavy amount of business, but it pursued the even tenor of its way, making comparative little effort to enlarge its volume of trade and manufactures, until during the last twelve months. Now it is thoroughly alive to the importance of developing its industrial interests and of increasing its railroad facilities. In this good work the papers of Knoxville are doing their part very effectively.

THE total value of foreign exports from the United States for the month of October was \$76,050,005, an increase of nearly \$21,000,000 over the preceding month, and of \$6,400,000 over October of 1886. The exports for October were the largest for that month during the last six years. This was to considerable extent due to the heavy shipments of cotton, which has been marketed very rapidly. The imports for the month were \$60,863,938, an increase of \$4,800,000 over September. The total value of the foreign exports for the ten months ended October 31 was \$566,517,556, while the imports for the same time were \$596,693,221, or \$30,000,000 more than the exports.

The Capital City of Alabama.

The Central Region of Alabama,

Of which Montgomery is the Largest and Most Flourishing City.

A Modern Business Center.

Prosperity and Advancement Seen on Every Hand.

A Word to Capitalists and Investors.

(Special correspondence MANUFACTURERS' RECORD.)

MONTGOMERY, ALA., NOV. 17, 1887.

Few cities in the South are more attractively situated than the capital city of Alabama. In the very midst of a most fertile agricultural region, and in near access to the great beds of iron ore, with immense coal deposits in close proximity, it has but few rivals in productive wealth and material advantage.

But why has not the growth been more rapid and enlarging in its nature, more progressive and outreaching in the character of its developing resources?

Why, asks the student of events, with all the natural resources, climate, soil and the minerals, with a long start ahead of Chicago or Cincinnati, has not this beautiful city gone ahead more rapidly?

The answer might be given in one sentence: too much agriculture and not enough of diversified interests. That was the reason before the war; that is the reason now; and yet there are hopeful signs now presenting themselves which are to make a grand revolution in the future of this historical capital city.

MONTGOMERY,

beautiful in situation, charming in location and hospitable within her borders, has a destiny. It is sure to become one of the leading cities of the South. Situated on the Alabama river, at the head of all-the-year-around navigation, and 480 miles by water from Mobile, which gives it an advantage in the way of protection in freight rates possessed by but few cities in the State. In addition to the facilities for transportation furnished by the Alabama river, it is entered by railroads which connect it directly with all the principal manufacturing and money centers of the country. Montgomery to-day should be the Chicago of the South, for the reason that her conditions are most favorable. Let us see what she has to boast of.

PECULIAR NATURAL ADVANTAGES.

First and foremost, it is a healthy city, the death rate being only 12.50 per thousand. It is situated on a navigable river, connected by boats with the Gulf of Mexico all the year round.

The merchants own their line of boats, which run in connection with a through line of steamers between Mobile and New York, Bremen and Liverpool.

Six diverging lines of railways give the city direct rail connection with all Eastern and Western markets.

The water freight rates secured by her own boat line, give an advantage of \$1.50 per bale on all cotton shipments to the East and to Europe, as compared with any other interior market dependent on railroads alone.

The agricultural district within a radius of twenty miles of the city has the advantage of rail and river connection. This great agricultural district lies between the mineral region on the North and the timber belt on the South. It embraces a stretch of prairie from 30 to 40 miles wide, reaching across the center of the State, and the uplands and river and creek bottoms which border it, and which are scarcely less productive than the prairie belt. This agricul-

tural belt produces over 500,000 bales of cotton annually, and at least three-quarters of all the agricultural products of the State.

To show the wonderful advantages in the agricultural methods of this place, I cite with pleasure that I visited the model farm of Capt. C. B. Ferrill, where I was shown the new innovations in farming. Capt. Ferrill fully demonstrated to your correspondent that two crops could be grown on the same land in one season, and in most cases three crops could be reaped. Of course, this is intense farming, but with Horace Greeley's ideas, as inculcated in his book published in 1860, it goes to prove that the Southern farmer can with twenty acres of land, properly cultivated, do as much as a man can with one hundred acres improperly cultivated. Capt. Ferrill took the first prize in farm products at the last State Fair, proving conclusively that he is abreast of the times.

The timber wealth is inexhaustible. The distance from inexhaustible mines of iron ore and coal is from 60 to 80 miles.

The chances offered diversified industry can scarcely be computed. The annual volume of Montgomery's business with the surrounding country is \$30,000,000. As a manufacturing city it offers special advantages. Ten years ago there was hardly a factory to be seen. To-day, one-fourth of her population live by productive labor. Montgomery is in the center of the State, where the three great sources of wealth, agriculture, minerals and timber, predominate. The raw material is at the very gates of the city inviting manufacturers of all kinds and descriptions.

With all of these remarkable natural advantages the Rip Van Winkle repose is over; the fresh start of a new day has begun, and it is quite discernible that Montgomery of 1868 is not the Montgomery of 1887.

How gratifying it must be to the men who walked in one rut, to the farmers of one idea, and to the merchants who depended upon another section, to see the transformation that has taken place. As the precious metal comes from the dross and from the heated crucible, so have the blessings in disguise come to the good people of this section.

It has cost much. The returns will be ten-fold. Is not this statement evidenced by the influx of capital to every portion of the State? Where is the money of to-day seeking investment but in the South, and especially in this great and productive State of Alabama.

A CITY OF CULTURE AND REFINEMENT.

Whoever came to Montgomery and left its hospitable gates without receiving an impress of the manners and characteristics of its people? One might as well eat of Baltimore diamond-back terrapin and not have a certain degree of reverence for Chesapeake bay and gastronomical science as to come to Montgomery and leave it without praising its generous Southern hospitality so graciously manifested on every side. Life is practical, and yet a mixture of social salad makes it pleasant as well as practical. Thus does the capital city impress one. A place of social environments and a location of business activity.

Stand at the head of Dexter avenue and look down this broad approach; look back also in time's calendar, say 25 years ago; review the past and contemplate the present. Is there not much food for reflection? Years ago, stagnation and ruin. To day, progress and prosperity. From sack-cloth and ashes to a period of material development that challenges admiration. And what of this people who have arisen phoenix like from the ashes of their dead selves? Though the wear of desolation and the scars of the past are visible, yet restored prosperity looms up as a beacon of the future, which is roseate in all that pertains

to State and municipal prosperity and advancement.

Few cities there are where the amenities of life are so conspicuous as one finds in the capital city of Alabama. The sunny skies and balmy air are indicative of the people; refinement and a peculiar softness in the manners, grace and affability in the daily lives and vocations; and yet a thoroughly practical people with it all, a lesson learned in the march of progress and a commingling of the two sections. It is a mistaken idea that the South of to-day is a land of sentiment alone; the old idiosyncrasies cling to the people, but "ways and manners" have materialized for the good of all.

It has been a wonder to your representative why this place should not have become, in part at least, the Mecca of a large class of tourists and invalids on their yearly pilgrimage in search of balmy skies and soft and tempered air. Certainly, as far as social advantages are concerned, it is hardly surpassed by any place further southward, and in respect to health it is superior in the observance of laws of hygiene and sanitation to many places either North or South. As a resting place, a place of quiet repose, midway between the frozen North and the sunny skies of Florida, it offers special advantages in the way of good hotels, pleasant drives and beautiful promenades. Its attractiveness cannot remain unknown to the great army of tourists much longer.

PROGRESS AND ADVANCEMENT.

Montgomery should have been the second largest city in the South to-day, and had her people, the capitalists and the merchants, men of means and foresight who made the greater part of their money within her hospitable gates, invested their surplus in their own immediate neighborhood in the smaller industries, in the forge, in the mine, and in the field, instead of placing over three millions of dollars in other places, the capital city to-day would command the attention of the world, not only as to its productive wealth near by, but in the wonderful facilities offered on every hand.

But much has been done at home, as the following figures show, and yet how much more could have been accomplished. Home investments, home protection, and home development first. Better create a market within our own borders first, and then verge out, if necessary, afterwards. Instead of Montgomery investing \$570,000 in new manufacturing enterprises during the past few years, she should have run it up to a \$1,000,000; however, much of material prosperity has been accomplished. Here are the amounts of actual cash investments made in Montgomery during the past eighteen months:

Manufactories.....	\$ 570,000
Banking and mercantile business.....	400,000
Ancient water works.....	300,000
Railroads.....	250,000
Residences.....	700,000
Business houses.....	175,000
Public buildings.....	100,000
Street improvements.....	150,000
Steamboat line.....	50,000
Land companies.....	75,000
Fair grounds.....	20,000

Total\$3,095,000

If Montgomery presented such a field for development a year or more ago, as the above figures so pertinently suggest, why, therefore, is she not to-day by far a better locality for additional investment? And she is; and the capitalist and investor who will take the trouble to investigate her wonderful resources and advantages will bear your correspondent out in testimony herewith. There is no reason why at least 30 per cent. of the population of this highly favored commercial center should not be engaged in manufacturing enterprises.

Why?

Because it is the geographical center of a wonderful area of productive country.

Because it offers a fine field for the manufacturer, and one where competition

is as yet scarcely felt by the factories that are scattered in the neighboring cities and towns.

Because the raw material is plentiful at the very doors and water is to be had in unlimited quantity.

Because the industries and manufacturing already inaugurated have proved successful and self-sustaining.

MANUFACTURING INDUSTRIES IN SUCCESSFUL OPERATION.

The proof of the pudding is in the eating of it. Among the factories now in successful operation are a large vinegar factory, fertilizer factory, paper box factory, soap factory, broom factory, candy factory, boiler manufactory, cotton mill, two cotton seed oil mills, flouring mill, two bottling works, two ice factories, cracker factory, furniture factory, two grist mills, four flouring mills, sash, door and blind factory, six carriage and wagon factories, seven brick-yards, four foundries, one boiler manufactory.

Here is tangible evidence what can be done in the way of manufacturing interests. And just in proportion as Montgomery fosters and encourages her productive wealth in the smaller industries, just in proportion will she assume that industrial attitude to which she is justly entitled, giving her an enviable position which should have been obtained years ago.

ANNUAL BUSINESS OF THE CAPITAL CITY.

The following statement of the annual business of the city of Montgomery was carefully prepared by one of the best informed general business men of the city, after which it was submitted for revision and correction to leading merchants in each line of trade. The figures are submitted as almost absolutely correct, falling short rather than overshooting the mark:

Cotton factors and warehouses.....	\$ 4,750,000
Cotton mills, oil mills and factories.....	2,450,000
Groceries.....	7,250,000
General stores.....	1,500,000
Hardware, china and glassware.....	650,000
Foundries and machine shops.....	350,000
Pumbling.....	150,000
Carriages and harness.....	300,000
Clothing and gentlemen's furnishing goods.....	500,000
Dry goods.....	3,500,000
Furniture.....	300,000
Paper, twine, etc.....	350,000
Coal, wood and lumber.....	750,000
Boots, shoes and leather.....	750,000
Drugs, paints, etc.....	500,000
Flour and grist mills.....	1,250,000
Cigars and tobacco.....	600,000
Building material, etc.....	1,250,000
Printing and stationery.....	250,000
Jewelry.....	150,000
Sundry establishments.....	2,250,000
Fertilizers.....	250,000
Total.....	\$31,800,000

This estimate falls probably short of the actual business; it certainly does not exceed it. In the transaction of this trade capital to the extent of about \$13,000,000 is employed.

The annual business of this city from all sources is about \$33,000,000. The receipts of cotton annually reach 100,000 to 140,000 bales, which is drawn from the territory tributary to Montgomery, the value of this staple alone being from \$6,000,000 to \$7,000,000. The grocery trade exceeds in amount that of any other line, and the aggregate is fully \$8,000,000 per year. Next in value to the grocery trade is the dry goods business, which amounts to more than \$3,500,000 per annum. There are few cities that can make such a showing as this in solid mercantile developments.

THE COTTON INTERESTS.

As in days gone by—the golden, fleecy days, the days beyond recalling—Montgomery does not depend upon the fleecy staple to push her to the fore. Diversified industry is now the keynote; but this once potent king of commerce is yet a very important adjunct in the exchange of commodities. The cotton receipts for the year ending August 31, 1887, were a little over 100,000 bales. This year they will run up to 125,000. The shipment of this product is greatly facilitated by the two cotton compresses of Messrs. J. C. Harter & Co.

The compresses are fitted up with the most improved machinery and have ample facilities for handling all the cotton received by this city.

Montgomery claims to offer better facilities for the marketing of cotton, to pay more for it and to handle it cheaper than other interior markets. She is always within one fourth to one-half cent of New Orleans and Savannah, just enough to cover the freight, and sometimes the difference in price is less than the freight. The cotton fields are just outside the gates of the city, so to speak, while the railway and water transportation is all that can be desired.

EDUCATIONAL FACILITIES.

Montgomery is fortunate in her school facilities; the system of public education is based on the most approved plan of graded schools. The public school system of the city is under the charge of Prof. S. H. Bartlett, an educator of ability and experience, assisted by a corps of efficient instructors. The registration this year amounted to over 1,500, while the average attendance up to this time has been beyond 1,200 pupils. The expense of the school system of the city of Montgomery for the year ending June 30, 1887, was about \$23,000. The city has expended within the past few years about \$33,000 in the erection of buildings and the purchase of property for school purposes.

THE CHURCHES.

The temples of worship which adorn the capital city are structures of architectural beauty. Every denomination is represented here. St. John's Episcopal Church, Rev. Horace Stringfellow, rector, and the First Baptist Church, Rev. W. B. Wharton, pastor, are conspicuously attractive. St. John's Episcopal Church is having a handsome Sunday-school structure erected, a gift from one of Montgomery's popular citizens. Rev. Horace Stringfellow, the rector of St. John's Church, is one of the most earnest disciples in the Master's vineyard, and his power for good is shown in his ministerial labors, deeds of kindness and charity for all. His work is a living monument to his godliness, ability and genius.

PUBLIC-SPIRITED ENTERPRISE.

Montgomery owes much to the public spirit of her citizens, especially to the originators of the two land companies, which for the past year have invited capital and immigration to her borders.

THE HIGHLAND PARK IMPROVEMENT CO., which was organized last January, with a capital stock of \$600,000, is doing much good in the way of attracting capital to the city. The property of the company consists of 505 acres of land and a cash improvement fund of \$20,000. The land lies in a body a little more than a mile and a half from the center of the city, and adjoins the corporate limits. Says the Montgomery Advertiser, in speaking of this company in its trade issue:

Highland Park Company and the establishment of a beautiful suburban city where homes may be purchased and where citizens of Montgomery may enjoy all the pleasures of life, removed from the heat, noise, dust and bustle of the city, yet be sufficiently near to attend the daily duties of business. The place, which has been rendered charming by a judicious expenditure of money, is placed in convenient connection with the city by a splendid line of street railway, operated most successfully by electricity, and which is probably the most extensive system of street railway in this country operated by electricity. The company owning the Highland Park property has evinced a spirit of liberality most commendable, by setting aside a large portion of the grounds as a public park, and its action in this is appreciated by the people of Montgomery, as is attested by the large crowds that visit this delightful locality daily. The park is provided with a neat pavilion, which adds greatly to the comfort and convenience of the place. The park consists of about one hundred acres of wooded land, about sixty acres being cov-

ered with a thick growth of oak, and the remaining forty acres consisting of a forest of stately pines. The company has laid out drives and walks through these two bits of woodland, and has located in all portions of it benches, that the visitors who tire of strolling may rest under the shade of the trees.

The company has laid out the property in streets and avenues, along which many excellent residences have already been built, and others are under contract to be erected during the coming summer. The plans provide for lighting up the streets and avenues with electric lights, which are used now to light up the portion reserved for the public park. Water mains will be laid out through the various streets, and a plentiful supply of sparkling artesian water will be furnished to the residents. A beautiful lake will be constructed on the southern portion of the property, and when the plans of the company are entirely carried out, Highland Park will be one of the most charming localities in the South. The line of the Capital City Street Railway Company enters the grounds, and affords ample facilities to reach the business portion of the city within twenty minutes.

The Capital City Street Railway is immediately connected with the Highland Park enterprise, as the park company has purchased the entire system. The street railway operates three main lines: the Court Street & Highland Park; the Dexter Avenue & Highland Park, and the Cemetery & Hammer Hall lines. The total mileage of track is something over ten miles. The cars are of superior construction and all supplied with electric motors. The propelling power is generated at the company's electric station, a magnificent three-story building erected on Tallapoosa street, adjoining the Montgomery Mills. This power is transmitted from the generating dynamo at the station through a copper conducting cable suspended over the entire length of the line, and is furnished to the motors on each car by a traveling transmitter, fastened on the car roof, connected by insulated wire with the motor placed on the car platform. The system has been working in this city now for something over a year, during which time it has been gradually improving and is now pronounced, unquestionably, a success.

THE MONTGOMERY LAND AND IMPROVEMENT COMPANY

was organized on the 15th of last January. This company is the proprietor of Riverside Park, the location of the fair grounds, and a locality which promises to become a great manufacturing suburb. The company is composed of men of means, ability, shrewdness, tact and public spirit. They built the present fair buildings and all that appertains thereto, at a cost of something over \$25,000, for the purpose of insuring to this city the fair. They have laid out a large plat of ground about the fair enclosure, which it is their purpose to beautify and convert into a public park. An artificial lake, covering about twenty acres of land, is now being constructed, which will be supplied with water from artesian wells, on which a force of hands are now at work. The park will contain a beautiful drive along the river front of something like four miles in length, which will be carefully graded and prepared, and when finished will equal any boulevard in the United States.

As the Highland Park Company proposed to make its property a lovely locality of beautiful suburban residences, the Montgomery Land & Improvement Company proposes to make Riverside Park the center of a thriving manufacturing town. The company's intention is to gather here a variety of industries, each of which will contribute materially to the growth and wealth of Montgomery. That it has succeeded can be seen from the enterprises already located there, some of which are busily engaged in doing the work for which they were established.

The land is being well drained and sewered. A large park has been laid off and tastefully ornamented, and in the center is a large lake fed by artesian wells. The State Fair building, recently erected, is used the year round, except during fair week, as a pavilion and amusement hall, and a dummy railroad is being constructed in order to give the quickest possible con-

nection with the city proper, the distance being about one mile and a-half.

They have put \$20,000 in a brick-yard, the first contract of which was for 5,000,000 bricks. They have put \$20,000 in buildings and track for the State Fair. They have also invested \$175,000 in an alcohol plant and an iron furnace. This apparently singular connection of two widely different enterprises needs a word of explanation. The alcohol plant makes a fine quality of alcohol by distilling smoke. The smoke is obtained by burning wood in ovens. The waste product is the charcoal left in the ovens. To utilize this an iron furnace of fifty tons daily capacity is being erected in connection with the ovens and distilling apparatus, so that all will be completed at the same time, or before January 1, 1888.

The Southern Cotton Oil Co., the new rival of the great Cotton Oil Trust, has erected at Montgomery one of their largest plants of 150 tons daily crushing capacity. They have invested in this plant \$250,000. A vinegar factory, a brewery, a cotton factory, a fertilizer factory and a box factory are already under way, or the preliminary arrangements nearing completion.

RIVERSIDE'S ADVANTAGES.

From the foregoing it will be readily concluded that no place in the South offers better inducements than Riverside. It is within one mile and a half of a city of 30,000 people. There is water navigation the year round to the Gulf of Mexico. The lines of the South's two chief railroad systems run by the door of every factory. There are liberal inducements of ground and subscription awaiting every investor. Wood and coal are cheap. A rich agricultural country surrounds the place, furnishing a demand for wares of every sort. Hardwoods abound up and down the river, and can be landed at the wharf at very little expense. The great saw mills of Alabama are within twenty miles in a northerly direction and within thirty miles in a southerly direction. Hundreds of car-loads of yellow pine daily pass through Riverside on the way to the West and North.

The public spirit manifested by the originators of these two land companies cannot be too highly praised for the manner in which they have demonstrated to the world at large the great advantages Montgomery offers the capitalist and the investor. It may be said with but little fear of contradiction that the lands as offered by the Montgomery Land & Improvement Co. and the Highland Park Improvement Co. cannot be surpassed anywhere in the South for profitable investment, either in the way of home sites or plants for manufacturing purposes. It would well pay the prospective capitalist who has an eye to the investment of his money in the South to investigate the wonderful advantages as offered by these two companies. For full, careful and detailed information in regard to residence lots in Highland Park address E. B. Josephs, Esq. Parties desiring to locate manufacturing enterprises where cheap raw material and a consuming population is at the very doors of this great and growing market should address H. C. Moses or W. L. Chambers. Had such foresight been manifested in years gone by as shown by the progressive men who head these land companies, Montgomery to-day would have a population of at least 20,000 additional souls. To the Messrs. Josephs, Henry Moses and W. L. Chambers is this city due much of the prosperity and advancement which now seems to be on the upward grade, and promises many advantages in the near future in industrial achievement and material development.

THE PRESS.

The city of Montgomery is fortunate in

having such an able, high-toned and liberal press. The Advertiser, the Dispatch, and the Evening Star are wonderful levers in the upbuilding, the promotion and the furtherance of the city's interest. It is the policy of these journals to devote their pages in great part to the industrial development of the city, and where public policy is clearly defined they are first and foremost in the work of fostering and developing the needs, necessities and exigencies of the hour. Few cities can boast of such able, well-conducted and fraternal newspapers as the capital city, and to the credit of these journals respectively, they are a unit where the interests and advancement of Montgomery are concerned.

THE OUTLOOK.

With railways to every important point, and a water route to domestic and foreign ports, not a city to be built but already built, it only requires capital and manufacturing experience to plant here the enormous industries of the hour.

With the climatic advantages and the inducements offered capital to invest in any pursuit where work can be carried on every month in the year, Montgomery offers special advantages.

With an area of 740 square miles in Montgomery county, in which the city of Montgomery is located, no better opportunities are offered the agriculturist than in this immediate section.

The wonderful developments in iron centers and the manufacturing facilities offered at this place puts Montgomery abreast of many cities, on account of the wonderful shipping and transportation advantages offered.

The close proximity to large deposits of superior ore will in a short while give Montgomery an industrial impetus in all branches of her productive wealth.

PERTINENT SUGGESTIONS FROM ONE OF MONTGOMERY'S BRAINY CAPITALISTS.

In conversation with Mr. John B. Sherrod, one of Montgomery's far seeing, able and progressive business men, your correspondent was glad to learn from this gentleman some of the needs of this city. Says Mr. Sherrod:

"A cotton factory here established on a large scale would pay handsomely. The present plant is small, and could be easily increased to 400 looms or 12,000 spindles, and placed upon a paying basis at once. Being located in one of the finest cotton belts in the South, Montgomery could well support at least two large cotton factories and supply her people with all the manufactured goods required. Home consumption of home production is what we should all learn in order to lift ourselves up into a state of self-independence. It must come. The exigencies of the times demand it. Events are pointing that way." Says Mr. Sherrod, with that keen and discernible mind of a man anticipating events: "Montgomery could well afford to establish a farming implement factory, wagon and spoke factories, bucket and broom factories, for the very good reason that the raw material is within easy reach, and there is a demand for such articles, as is evidenced by the fact that the Northern and Western markets supply these articles of use to our merchants every year in great quantities."

"In fact," remarked Mr. Sherrod, "I find no place where the smaller industries would pay so well as right here. We have the facilities, we have the materials, and all we want now is the capital and the energy to show to the outside world that of all places where the manufacturer should come is the home of the raw material. Montgomery is sure to become a great industrial center. The old ideas of the past generation must give way to the new innovations of the present hour. Let us have more diversified industries, should be the problem of the day in the South, and then

see how soon prosperity will come," concluded this gentleman of business ideas, a student of national prosperity and an observer of men and measures.

Montgomery is on a firm basis in all of her methods. She looks to the coming ages. Her growth is not of the present hour alone, but into the far reaching future, where the work of to-day will be a monument of to-morrow, to be handed down from sire to son as an epitome of Statecraft, industrial progress, material wealth and substantial development.

HINTON A. HELPER.

Southern Sanitariums.

AIKEN, S. C., Nov. 14, 1887.

Editor Manufacturers' Record:

While the development of the great South is rapidly progressing and its extraordinary natural resources are being shown to the world through the columns of your valuable paper, why not touch on another theme that will interest many thousands, and that is, the South as a winter resort.

It is very true that there are unhealthy places in the Southern States, as there are everywhere, but there are also many delightful places where, to one used to the rigors of a Northern winter, the balmy air and bright sunshine make it seem a perfect paradise. Such a place is Aiken, S. C., which has long been a noted health resort, and each year grows in popularity.

Aiken, by its very position, could not help but have a dry and equable climate. It is situated 120 miles from Charleston and 17 miles from Augusta, Ga., and is among what is known as the sand hill and pine barren region of South Carolina. It has probably the driest climate of any resort in the United States east of the Rocky Mountains. The land in the village is level, but the town is 600 feet above the sea level and 400 feet above the Savannah river at Augusta. There are two hotels and numerous boarding houses, and an average of 1,500 visitors register here each season. The climate is by no means semi-tropical, nor is it as warm and debilitating as that of Florida, but it is invigorating and bracing, and is especially favorable to those suffering from pulmonary or throat troubles. In the winter and spring the town has quite a gay appearance. Horseback riding is largely indulged in. There is a good polo ground and many delightful walks and drives.

Aiken has taken a new lease of life within the last two years, and, while there has been no boom, extensive building operations and improvements have gone on. Many handsome residences have been erected. Some by Northerners who will spend their winters here, and the town itself has spent over \$3,000 in street improvements.

The land surrounding Aiken is mostly pine barren. Some of it is excellent farming land, having a good clay subsoil. Recently some of the poorest land has been found to contain a mine of wealth in the form of kaolin clay. Several companies have been organized to mine this clay, it being of excellent quality and inexhaustible quantity. The Craig Kaolin Co., Gen. G. H. Washburn, secretary, have already commenced operating their plant and shipped several car-loads to the North. Kaolin is used for many purposes, the finest being used in the manufacture of pottery and porcelain. For several years there have been extensive mines at Bath, in this county, and at Trenton there is a pottery in full blast.

W. L. W.

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises, and needing machinery or supplies of any kind, will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

Mississippi Notes.

Agricultural and Manufacturing Items.

[Special correspondence MANUFACTURERS' RECORD.]

ABERDEEN, MISS., November 19, 1887.

The shipments of lumber from the port of Pascagoula during the week ending November 17th included 891,170 feet to London, Eng.; 151,125 feet to Vera Cruz, Mexico, and 319,075 feet to Boston, Mass.

There are thousands of fine logs in all of the streams in the piney woods counties waiting for a good rain to enable them to be floated into the various rivers.

The orange crop on our south coast will be rather short this season, owing to the damage done the trees by the severe frosts last winter.

The herd of Col. Jno. H. Odeneal, of Hinds county, one of the leading dairy farmers of middle Mississippi, consists of eighty five registered Jerseys and ninety high grade cows. Of the Jerseys 75 are cows. Col. Odeneal believes in ensilage and will this season put up a hundred and forty tons in his silos. For this purpose he cultivated this year 40 acres in peas and 20 acres in sorghum, regarding ensilage from these plants as the best green food for dairy stock. He will save this season about 200 tons of hay from the native grasses, consisting of Bermuda, Japanese clover (*Lespedeza striata*), and crab grass. This hay, though not on the market, would sell readily at \$12 per ton. Referring to ensilage as a feed for dairy stock, Col. Odeneal writes November 10th as follows: "When the supply of ensilage put up last year gave out—about ten days ago—the change in the yield from my herd was very marked."

Hon. W. L. Hemingway and Capt. Fred Wolfe, of Hinds county, are about as extensively engaged as Col. Odeneal in cattle breeding, hay making and dairy farming.

There were a hundred bales of fine Mississippi hay on exhibition at the State fair.

About sixty miles of the Gulf & Ship Island Railroad, on its northern division from Middleton, Tenn., to Pontotoc, in this State, is completed, and the company is confident of finishing seventy seven miles from the sea coast terminus at Gulfport to a junction with the Cincinnati & New Orleans road (the Queen & Crescent line) at Hattiesburg, by the first of January, and it is hoped that Mobile will meet it at that point with a branch on the abandoned grade of the Mobile & Northwestern road. The total length of the Gulf & Ship Island road will be about 350 miles, of which 137 miles will be in operation by the end of this year.

At Gulfport a beautiful town with a sea front of about two miles has been laid off, and the land office for the disposition of lots, in charge of Gen. J. A. Smith, formerly State Superintendent of Education, is doing a lively business.

The present senior class will be the largest ever graduated from the Agricultural and Mechanical College. The class numbers 22—20 boys and 2 young ladies. This class will contain the first young lady graduates of the institution, and one of them will probably be valedictorian.

In the class of 1885 at the State University at Oxford the first honors were taken by a young lady—Miss Hill, of Macon, Noxubee county.

The Durand Wagon Factory is a pronounced success. The grand hardwoods of Holmes and neighboring counties enable it to distance outside establishments in material and prices.

Count Weglinski, a cotton planter from Southern Russia, is studying the American methods of culture and harvest in Washington county, the greatest cotton-producing county in this country.

Greenville is agitating for the erection of a cold storage warehouse, and the scheme is about to take shape.

The stock breeders of Lafayette county have had their resources reinforced this

month by the presentation of a magnificent young "Alma" stallion by Secretary Whitney, of the Navy Department, to Secretary Lamar. It was shipped to the latter's stock farm near Taylor Station.

Mose Harris, of Leflore county, brought a sweet potato into Greenwood last week that weighed nearly 11 pounds. Jesse Haley, of the same county, brought in one weighing 9½ pounds.

Messrs. Vandell & Cheatham, of Yazoo county, have concluded to go into the stock and dairy business. They start with about a hundred cows. Their herd is headed by a splendid Devon bull.

Yazoo City is determined to have an artesian well. The county has donated \$1,000, the city \$1,000, and the citizens have subscribed \$600.

Mr. M. E. Cheatham, of Yazoo county, made this year from Louisiana cane grown on half an acre of land, 220 gallons of molasses.

Corn was selling in Saltillo, Lee county, last week at 25 cents a bushel.

The city council of Jackson have granted a lease for 20 years to 3 acres of ground on the bank of Pearl river to Messrs. McAfee & Martin, late of Michigan, as a site for a wooden-ware factory and saw mill. The lease requires the erection within twelve months of a plant costing at least twenty-five thousand dollars. The lessees will begin work at once, relying for stock upon the immense forests of excellent timber in the immediate vicinity.

Work on the waterworks at Vicksburg is progressing satisfactorily, and the tunnel required will be completed within three weeks. The indications are that the contract will be fulfilled in less than the specified time.

The Fruit and Vegetable Growers' Association of the Edwards neighborhood, in Hinds county, held a meeting last week to determine on the character of work for the coming season. The members of this association will be heavy shippers to the West and North next spring.

Mr. Ferguson, a prominent capitalist of the District of Columbia, purchased six hundred acres of fine land in the Yazoo Delta last week. These lands are the finest on this continent, and this is the third investment made in them by Washington men this fall.

The prominent business men of Vicksburg are agitating the question of erecting a large cotton factory in that city, and last week held two meetings to consider the subject. We have no doubt but that the project will take proper shape this week. Vicksburg's rival on the lower Mississippi coast, Natchez, has two extensive and flourishing cotton factories.

Parties in the Eastern States desiring to embark in cotton manufacturing will find the people of almost any Mississippi town ready to meet them half way in subscriptions to stock. We believe that this remark will hold good for Aberdeen, West Point, Macon, Okolona, Tupelo, Jackson, Greenville, Grenada, Holly Springs, Canton and numerous other places where cotton mills do not already exist. The difficulty in starting these enterprises in neighborhoods possessing abundant capital, lies in the fact that the wealth is possessed chiefly by planters and merchants who do not personally know anything about manufacturing, but these people are as ready now as they were in ante bellum days to put their money into these enterprises, if parties familiar with cotton milling will take the lead and testify to their confidence in their own ability, experience and sagacity by subscribing to half the stock.

In every such instance the towns will be found ready to grant liberal concessions in the way of sites and exemptions, and our general State law exempts manufactories from taxation for many years.

What we have said in regard to cotton factories, is equally applicable to almost any other line of industrial establishments, ex-

cept saw and planing mills, brick factories, compresses, oil mills and grist mills. These lines are well understood and absorb millions of Mississippi's industrial capital.

The Jackson Ledger reports the net profits of a subscriber in Hinds county of \$150 from the sale of Irish potatoes grown on half an acre of land, with indifferent care and attention.

Robert Clark is extending his facilities as a carriage manufacturer in Natchez.

Natchez is adding largely to her river trade from the rich valleys of the Black, Tensas and Little rivers, of Louisiana.

More gin houses and cotton have been burned in Mississippi this year than in any previous season, but we are glad to be able to say that the proportion of incendiary fires was never known to be as small.

The "Mississippi Lumber & Manufacturing Co.," which embraces a membership representing a number of States, has just purchased five thousand acres of the finest hardwood lands on the Continent, in the Yazoo Delta, and expect to commence the erection of its mills this winter.

A grand banquet was given in Hazlehurst, Copiah county, on November 23d, in honor of the opening of business by the Hazlehurst Compress, which adds another important industry to the resources of that progressive town.

Moss Point is about to organize a company to manufacture sawed cypress shingles.

The Barataria Canning Co., at Biloxi, is doing an extensive business in oysters and shrimps.

The shipments of lumber from Pascagoula for the week ending November 25 amounted to 1,626,068 feet, of which 613,244 feet went to German ports, 868,138 feet to Philadelphia, and the remainder to Key West and Appalachicola, Florida.

Alleghany and Skobelf, two thoroughbreds, raised by Mr. James Surget at his great stock farm near Natchez, in Adams county, are among the best running horses at the meeting this winter at New Orleans. Both have recently gained noble victories there.

At the recent sales of fine stock at Lexington, Kentucky, Mr. Surget added to the equipment of farm by purchasing three young mares at a cost of over a thousand dollars apiece.

Hay from the *Lespedeza striata* (Japanese clover) and Bermuda grass is selling readily all over the State at \$12 50 per ton, and driving all Western hays out of every market where there is a hay press.

Inka is preparing to introduce street cars.

The extensive house of Joseph Baum & Co., of Meridian, one of the largest in the State, which made an assignment last fall with liabilities of about \$200,000, have satisfied its creditors and resumed business.

The enterprising citizens of the little town of Balton, in Hinds county, have subscribed \$3,600 to inaugurate a fair association. This is a splendid send-off and guarantees success.

Mr. George M. Pullman is making a tour of this and neighboring States with a view to selecting a Southern location for a car factory. The mills of Lincoln county have for a number of years supplied the Pullman Car Works with all of their sill timber.

A project is on foot to build a railroad from Utica, in Hinds county, to Vicksburg.

In consequence of the death of the late proprietor, Mr. John Newman, the Aberdeen tannery was sold last week to a stock company with S. Romansky as president. The company commences operations with a capital of \$20,000, and will employ all of the latest appliances and facilities. The establishment has already a plant that is probably the most extensive in the Gulf States.

The Aberdeen branch of the Kansas City, Memphis & Birmingham Railroad will be completed by the 15th inst.

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$3.00 a year.

SHEFFIELD

◆ COLBERT COUNTY, ALA. ◆

The Iron Manufacturing Center of the South.

BEING at the head of navigation, and on the south bank of the Tennessee river, Sheffield is the natural outlet for the mineral and manufacturing products of Alabama and neighboring States seeking a water route to points on the Ohio and Mississippi rivers, and to the Gulf of Mexico, as well as the best distributing point over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. Four railroads certain, and several others assured. Principal shops of Memphis & Charleston Railroad will be erected here pursuant to written contract. These will employ between four hundred and five hundred mechanics, and consequently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here.

◆ Five Blast Furnaces Now Under Construction, ◆

Of which one is nearly finished, and the remaining four contracted to completion next spring, have estimated capacity of 700 tons pig iron per day. This is 40 per cent. more than now manufactured at Birmingham, Alabama. Experts do not hesitate to say that iron can be manufactured more cheaply at Sheffield than at Birmingham, and its river transportation facilities will enable Sheffield iron to reach the principal markets at a saving of from

\$2.00 TO \$2.50 PER TON.

A first-class semi-weekly newspaper, printed by steam, is regularly issued. Furniture Factory, Bottling Works, Bakery, 3 Steam Brick Works, 2 Hand Brick Works, 2 Steam Wood-Working Establishments, Water Works, 2 Banks, a Savings Bank, and Steam Job Printing Office already in successful operation, and Iron Pipe Works, 15-ton Ice Machine and five-story hotel, with all modern appliances, will be erected. The Cleveland Hotel, Park House and numerous boarding houses furnish accommodations to travelers. Postoffice, Telegraph Office and Express Office already established. Contracts have been made for the early erection of Electric Light Works, Paint Works, Agricultural Implement and Machine Works and Cotton Compress. Large Stove Works, Machine Shops, additional Iron Blast Furnaces, an extensive Charcoal and Chemical Plant, a large Rolling Mill and other manufacturing establishments under consideration, and will probably be built shortly.

Good Water. Free Public Schools and Churches. Health and Climate Unsurpassed.

Drainage excellent. Splendid opening for men of push and energy. No "Old Fogy" element here.

No better point for profitable investment.

◆ Sites for Manufacturing Enterprises, ◆ And for Free Public Schools and Churches

Donated by Sheffield Land, Iron & Coal Company.

Population January 1st, 1887, 700; now, (August 21st, 1887,) by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations.

Three years ago the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three-story brick business houses, and one and two-story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants.

LIMESTONE of excellent quality for fluxing iron in unlimited quantities at the furnaces' sites. First-class building stone and brick clay abundant. Rich and extensive deposits of brown hematite iron ore within twenty miles, along the lines of two Sheffield railroads. The Sheffield & Birmingham Railroad runs through the heart of the Warrior Coal Fields, which abound in first-class coking, steam, gas and grate coal. Timber is abundant and cheap.

The Memphis & Charleston Railroad and the Sheffield & Birmingham Railroad are now in operation into Sheffield. The Louisville & Nashville Railroad Co. is now extending its Nashville, Florence and Sheffield division, which will be completed to Sheffield before the close of the year 1887. Surveys of three other railroads have been recently completed to Sheffield, which will soon be the best combined river and railroad transportation center in the South.

Every merchant and every established manufacturing enterprise is doing a profitable business. More are needed. For further information address

ALFRED H. MOSES, Vice-Prest. and Manager

Sheffield Land, Iron & Coal Co., - Sheffield, Ala.

Tuskaloosa, Ala.

* ALABAMA'S NATURAL PITTSBURGH. *

A Railroad and River Town of 6,000 Inhabitants, in the Coal, Iron and Timber District.

Healthful Location. Salubrious Climate. School Facilities Unequaled by any other town in the South.

Centre of Education for the State. Seat of University of Alabama. Of State Insane Asylum. Of Alabama Central Female College. Hill's Female School. Fine Free School. Churches of all Denominations.

"EXAMINE THE MAP."

+ SITUATED ON +
Queen & Crescent

— TRUNK LINE, —

IN THE
Warrior Coal Field

AND ON THE
WARRIOR RIVER.

Only Navigable River touching the
Alabama Mineral Field.

Eight Months Navigation. Being Surveyed
now to be opened all the year round.
All Water Navigation to

❖ **MOBILE** ❖

AND THE
Entire Gulf and Atlantic Coasts.

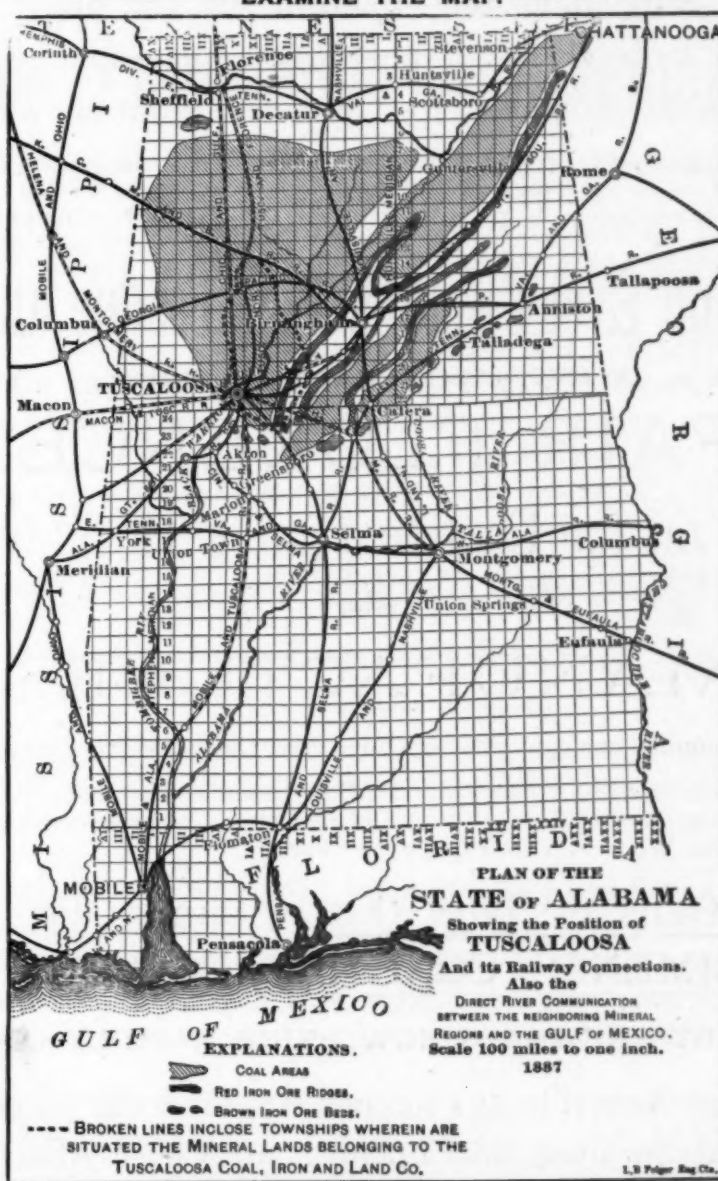
— THE —
Tuskaloosa Northern Railroad

Is now under construction into the
MINERAL and TIMBER FIELDS.

— THE —
Macon & Tuskaloosa Railroad

Will soon be building into the
COTTON REGION OF MISSISSIPPI.

Fine Farming Region
Around and Below the City.



Superior Inducements

AND

+ ADVANTAGES +

TO ALL

Manufactories Consuming
WOOD, IRON, COTTON.

FINE COOKING COAL

In workable veins near city, fully tested.

◀ **The Fire Clay** ▶

Existing in inexhaustible quantities, has been practically tested and pronounced

The Best yet Discovered in the South.

Street Car and Dummy Lines
NOW BUILDING.

◀ **Water Works and Electric Lights** ▶
TO BE PUT IN AT ONCE.

COTTON MILL

In Successful Operation.

ALSO

LARGE BRICK WORKS

COTTON-SEED OIL MILL, &c.

Manufacturers Seeking Locations in the South have here

THE GOLDEN OPPORTUNITY.

Many have availed themselves of it, but such is the wonderful richness of the resources of this section that there is

— ROOM FOR ALL —

THE **Tuskaloosa Coal, Iron & Land Co.,**

Owning 4,600 acres of city and suburban property, and 40,000 acres of mineral and timber lands, offers liberal inducements to manufacturers to locate at Tuskaloosa, Nature's City, and invites correspondence and the fullest investigation of its claims.

An illustrated descriptive pamphlet sent free upon application to

W. C. JEMISON, President Tuskaloosa Coal, Iron & Land Co., **TUSKALOOSA, ALA.**

Florence, Ala.

County Seat of Lauderdale County.

At Head of Navigation on Tennessee River, and at Foot of Muscle Shoals Canal,
which will be open Jan. 1st, 1888.

SITUATED on a gently undulating Plateau, 200 feet above high-water mark, surrounded by three large creeks of pure free-stone water. It has a Court House, Two Colleges, Four Public Schools, Six Churches, beautiful wide streets, graded and graveled, and shaded with forest trees; Hotels, fine store houses, Masonic, Odd Fellows, K. of H. and L. of H. lodges. A population of 2,500—moral, social and hospitable.

— The Scenery on Every Side is Picturesque and Beautiful. —

SO MUCH SO THAT IT IS CALLED BY VISITORS

==== FAIR FLORENCE. ”====

There is no Place on the Continent more Healthful and Salubrious.

MANUFACTURES.

Within the last six months numerous manufactures have been located here, among the number:

Five Large Blast Furnaces.	One Saw Mill,	One Cotton Mill,	Two Brick Machines and
One Rolling Mill,	One Flour Mill,	One Cotton Compress and Ice	Three Hand-Brick Yards.
Three Planing Mills,	One Wooden-Ware Factory.	Factory.	

There are VAST BEDS OF IRON ORE within a few miles North and
IMMENSE COAL FIELDS SOUTH

ACCESSIBLE BY RAILROADS NOW BEING RAPIDLY CONSTRUCTED.

By the 1st of January the Nashville & Florence Railroad will be completed, making three lines of railroad, and the river, thus opening up VAST AREAS OF TIMBER, IRON ORE, COAL, Marble, Limestone, Kaolin, Fire-Clay, and almost every kind of mineral and product.

THE LANDS IN THE SURROUNDING COUNTRY ARE FERTILE AND PRODUCTIVE.

All kinds of Grain, Grasses and Fruits grow to perfection. Springs and Water Courses are numerous, and grazing for Cattle is abundant for eight months of the year.

Pamphlets and maps furnished on application to

Florence Land, Mining & Manufacturing Company.

GADSDEN, ALA.

Is situated on the West Bank of the COOSA RIVER, in the midst of the

RICHEST IRON AND TIMBER SECTION

IN THE FAVORED STATE OF ALABAMA.

↔ The Gadsden Land and Improvement Company ↔

Own large tract of Eligibly Located Residence Property in the Most Desirable Part of the City, and have fine location on river and railroad for

MANUFACTURING ESTABLISHMENTS,

And are offering great inducements to manufacturers to locate their plants in this *FAVORED LOCALITY*. No place in the South has such *Wonderful Advantages*. Situated in the midst of the *RICHEST IRON SECTION* in the *STATE*, at the foot of Lookout Mountain on the banks of a Navigable River, (*THE BEAUTIFUL COOSA*), surrounded by Forests of the Finest Timber on the Continent, with Fine Building and Fire Clay, and the *FINEST BUILDING STONE* all around us, with

Uninterrupted Health, and the Purest and Best Water and Finest Drainage of any City in the State,

Gadsden should become the Greatest Manufacturing Center of Alabama.

THE Alabama Great Southern, Rome & Decatur, Tennessee & Coosa, Anniston & Cincinnati Railroads, with the ever-flowing Coosa navigable the year round, gives us as *FINE TRANSPORTATION FACILITIES* as any other city enjoys.

We now have Railroad Car Works, Furnaces, Foundry and Machine Works, Saw Mills, Sash, Door and Blind Factory, Furniture Factory, Ice Factory, Paint Mills, Grist and Flouring Mills, Cotton Ginnery, Fine System of Water Works, Electric Lights, Telephone Communication over City, and also to neighboring cities Atlanta and Rome, Ga.

WE WANT Rolling Mills, Bridge and Bolt Works, Cotton Factories, Woolen Mills, Furniture Factories, in fact all kinds of Factories, even Coffin Factories, (but we want to ship the Coffins to some of the other booming cities.)

Liberal Grants of Land will be made by THE GADSDEN LAND AND IMPROVEMENT CO. to any of the above-named industries.

FOR FURTHER PARTICULARS ADDRESS

M. L. FOSTER, Sec. & Treas.

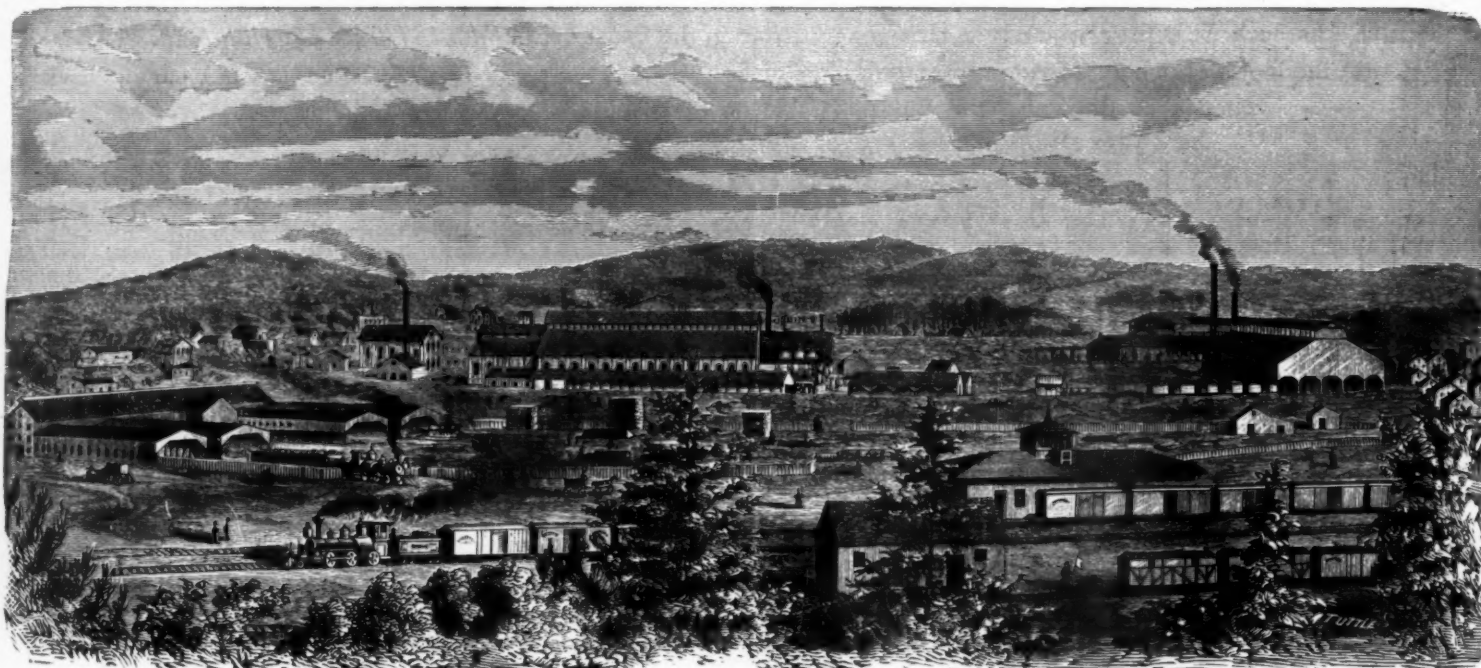
THE GADSDEN LAND & IMPROVEMENT CO. - - GADSDEN, ALA.

POST-OFFICE BOX 145.

ANNISTON, ALA.

"The Model City of the South."

THERE is no healthier or more charming place of residence in America than Anniston; built on the slope of one of the highest of the chain of the Blue Ridge in Alabama, it commands scenery that is unapproachable in the State. Nature could not have formed a more beautiful place for man to build a city or given greater natural advantages. The natural drainage is most thorough and complete, while in addition the city is preparing a system of underground sewerage. *A more delightful and invigorating climate cannot be found anywhere:* mild in winter, cool in summer, a thousand feet above the Gulf, with the high and broken chain, range after range in the east, Blue Mountain in the north, Coldwater Mountain in the southwest, make Anniston the *coolest, healthiest and most attractive of any city in the South.* It has the richest agricultural country surrounding and tributary to it in the State, to support a manufacturing and mercantile population. The mountain sides will grow the grape and every kind of large and small fruit to perfection, and the valleys every product of diversified farming. *It is in the heart of the richest mineral district of the South,* and commands the great fields of brown hematite ores on which the great and successful manufacture of iron must in the end depend for quality and profit in every branch of most skillful and best manufactures of iron and steel. It has tributary to it *the best and most extensive pine forests in North Alabama,* that are reached by roads owned and controlled by Anniston citizens, while it has secured to its industries the very best coal mines and coking coal in Alabama. There is no city in America, in proportion to population, that has the manufactures of Anniston, or employs as many working men, or does a larger mercantile business. The industries already in full and profitable operation in Anniston are the **two Woodstock Furnaces** producing six hundred tons of Standard Car Wheel and Malleable Iron per week, and the **two Clifton Furnaces**, tributary to Anniston, producing nearly as much more. **The Car Works** are fully employed turning out forty cars per week, and are introducing new machinery and larger engines to increase their capacity to twenty cars per day. **The Rolling Mill and Car Wheel Foundry and Steam Forge** are among the largest in the South, of a capacity of two hundred wheels, a consumption of 120,000 pounds of metal per day, exclusive of the Rolling Mill and Steam Forge. These works are being enlarged to meet the increasing demands upon them. **The Cotton Factory** is one of the largest in the South, containing 11,700 spindles, and is running to its full capacity, while the foundry of **Murray & Stevenson,** and machine shop of **Pindar & Co.,** and planing mills of **Miller & Smith and Farrar & Co.** employ a large number of men and are crowded with work. The new industries that are now under way and provided for will within the next twelve months **Add Four Thousand Additional Working Men to Anniston's Population.** Two of the **Largest Iron Furnaces in the South,** capable of producing two thousand tons of iron per week, are progressing rapidly, and one of the **Largest and most complete Pipe Foundries in the world** for the production of Gas and Water Pipe is under construction,—it will employ nine hundred men.



CAR WORKS, ROLLING MILL AND BLAST FURNACES—ANNISTON.

The Steel Bloomery, for the production of Steel Blooms, is nearly completed, and the new **Fire-Brick Works of Taylor & Sons** are in operation. The **Ninety-Inch Morse Cotton Compress,** with its warehouses, has been completed, and is receiving cotton. Forty thousand bales, it is estimated, will be secured to Anniston from the territory that its system of railroads have opened up. The completion of the **Anniston & Cincinnati Railroad** during the present year, that will be owned and controlled by Anniston's citizens, opens up new territory and forms a **New and Shorter Grand Trunk Line to Cincinnati and the great Northwest, and to the Southwest via New Orleans and Shreveport.**

It is only the profits of business and labor that can add to the wealth of a community, add to or maintain the value of real estate, and add to the prosperity of its people. Having this in view, every industry and business in Anniston is established on a *profitable* basis. All its merchants are doing a large and profitable business, far larger than they prepared for or anticipated; it is the same with the manufacturers, while *not a dollar of debt has been created,* either by issue of a bond or placing of a mortgage on any of its old or new industries, leaving their earnings free from fixed charges that must be paid in times of depression as well as of prosperity. *To the investor, either in business, manufacturing or real estate,* nowhere else are presented opportunities as safe, secure and certain as at Anniston, or where they can rest on as healthy and solid foundation. It has trunk line railroad communication with all parts of the United States, and freight rates with the most favored of Southern cities. Two lines of railroads are owned and controlled in the interest of Anniston by its own citizens. *It has the best system of Water Works,* with the purest well water from three hundred feet below the surface, drawn from white quartz sand and gravel, and distributed through the city, with a pressure of 100 pounds to the inch, from a reservoir always full, protecting the city against fire and giving it the lowest rate of insurance. *The city is practically free from debt, and taxation limited to one-half of one per cent.* The means for education are the very best. Public Schools of a high grade are provided. One of the finest and best institutes for Young Ladies has been opened, and a College for Boys and Young Men, to which a School of Technology and Chemical Assay Laboratory have been added, is now nearly completed, and the best of teachers and professors secured for both. There are Churches for all denominations, and Hotel Accommodations that are not surpassed in Europe or America. The **ANNISTON INN** provides the quiet and comfort of the most luxurious home. The streets are wide, macadamized, and rolled hard and smooth for pleasant drives. **STREET CARS AND DUMMY LINES** are being built to different parts of the city, and the **ELECTRIC LIGHT** service enlarged and improved, leaving nothing undone to promote the comfort of its citizens and maintain and increase the value of their property and profits of their business.

The Anniston City Land Company, or the Bureau of Information, will give any information desired when applied to, and invite all wishing a charming place in which to live, to do business or to make profitable investments, to visit

ANNISTON.

CONSTRUCTION DEPARTMENT

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

ALABAMA.

Alabama.—It is reported that the Mann Boudoir Parlor Car Co. contemplate building large car works at some point in the South.

Anniston.—The Anniston & Cincinnati Railroad Co. will probably soon begin work on their round-house.

Anniston.—It is reported that R. H. Rose and E. H. Jennings will erect a large four-story building on Noble street corner Fifteenth.

Angora.—Parties from Columbus, Miss., have purchased a site with a view, it is said, to erecting a smelting furnace for gold and silver ores. It is also said they will build a tram railroad.

Bessemer.—A company will be formed to encourage and aid in the establishment of small manufactories.

Bessemer.—It is rumored that Jacob Cohen, of Savannah, Ga., and Thomas Gadsden will erect a bank building.

Birmingham.—Steam dyeing and cleaning works have been started.

Birmingham.—Money is being raised to build a tunnel from Nineteenth street to Powell avenue.

Birmingham.—It is rumored, but not confirmed, that the Avery Plow Co., of Louisville, Ky., will move their large works to Birmingham.

Boiling Springs.—W. L. Fluker is rebuilding his saw mill reported last week as burned.

Decatur.—The Decatur Brick Co. have purchased \$14,000 of new and improved machinery.

Decatur.—The Decatur Pressed Stock & Common Brick Co. has been formed to establish brick works. They have purchased the plant of the Decatur Pressed Brick Co., and will erect dry sheds, etc., at once.

Gadsden.—The Gadsden Water Co. have purchased some filtering machinery.

Gadsden.—Negotiations are being made for extending the sewerage system.

Gadsden.—A barrel factory is reported as being started.

Irondale.—It is reported that car and bridge works are to be established. If true, Col. Carpenter can give particulars.

Isbell.—The Isbell & Iron Mountain Railroad Co., capital stock \$50,000, has been chartered to build a railroad from Isbell to a point about 3 miles south from Russellville, by John E. Isbell, William H. Nance and George C. Almon, of Russellville; E. B. Almon, of Tusculum, and others.

Jacksonville.—The Jacksonville Land Co. are preparing to develop their lands, build streets, etc.

Mobile.—The American Improved Anti-Friction Metal Co., previously reported, have erected a large furnace.

Montgomery.—Davis Bros. will purchase some new machinery for their brick works.

Montgomery.—The Alabama Great North-western Railway Co. previously reported, has been organized with W. T. Joseph as president; J. W. Woolfolk, vice-president and general manager, and W. G. Hutcherson, secretary and treasurer.

Montgomery.—The Capital City Brick & Tile Co. has been organized to establish large brick and tile works. They are now purchasing about \$25,000 of machinery.

Opelika.—Mineral paint has been found in large quantities near Opelika, and a stock company will probably be formed to develop it and erect a factory.

Oxanna.—It is reported that a tobacco warehouse and factory will be built.

Scottsboro.—The corporators of the company reported last week as chartered to build a railroad from Guntersville to Scottsboro are L. D. Lusk, S. K. Rayburn, W. Seibold, J. S. Jordan, R. C. Hunt and others.

Sheffield.—It is rumored that the Memphis & Charleston Railroad Co. (office, Memphis, Tenn.) will soon begin work on their machine shops, previously reported.

Six Mile.—It is rumored that a saw mill, cotton gin, etc., will be erected.

Sylacauga.—Blasingame & Stanfield, of Clanton, have been prospecting for a site for a saw mill.

Talladega.—J. A. Edwards and others have incorporated the Alabama Progressive Publishing Co.

Talladega.—Mr. Ham is prospecting for a site for a carriage factory.

Taylorville.—Willingham & Hinton have purchased machinery for a mill to be added to their ginnyery.

Troy.—The Baptists have about commenced work on their \$15,000 church, previously reported.

Village Springs.—It is rumored that a large hotel will be built.

Warrior Station.—The M. E. Church South have purchased a site to build a new church.

ARKANSAS.

Augusta.—W. J. Patient will rebuild at once his shingle and lumber mill lately mentioned as burned.

Fordyce.—Chicago capitalists have offered to put \$10,000 in a cotton factory if balance is raised in Fordyce. J. M. Raines can give information if anything is done.

Hamburg.—Messrs. Terry will probably move their saw and planing mill to a point several miles south of Hamburg.

Helena.—The Chamber of Commerce will erect a fine building.

Little Rock.—T. O. Wilson, T. C. Waters and G. H. Van Elter have incorporated the T. O. Wilson Lumber Co., capital stock \$6,000.

Little Rock.—A. Bohlanger will erect a grain warehouse, two stories, 150x150 feet.

Little Rock.—The Union School Furniture Co., of Battle Creek, Mich., and Chicago, Ill., will build a factory in Arkansas.

Little Rock.—Charles T. Abeless & Co. have asked for permit to build a corrugated iron warehouse 55x70 feet.

Little Rock.—The Kansas City & Memphis Railway & Bridge Co., capital stock \$2,500,000, has been incorporated to build a railroad from Marion to the Mississippi river, opposite Memphis, Tenn. The directors are George H. Nettleton, Wallace Pratt, Jacob Erb, William Vance, Jr., and J. F. Smith.

Rogers.—The Odd Fellows are preparing to erect a three-story brick building 40x80 feet.

Rogers.—A company has been formed to start the canning factory reported last week, with W. J. Todd as president; J. B. Steele, secretary, and W. R. Felker, treasurer.

FLORIDA.

Chipley.—Mr. Chandley has erected a saw mill at Blue Pond.

De Leon Springs.—Water works are contemplated. E. F. Barney can give information.

De Leon Springs.—The De Leon Springs Brick & Tile Co., capital stock \$10,000, will be chartered shortly.

Fernandina.—O. S. Oakes is moving his saw mill to another location, and will add a re-saw and planing mill.

Fernandina.—Hunt & Myers will, it is said, erect an oyster packing establishment.

Jacksonville.—The Thompson-Houston Electric Light Co. are erecting the electric plant at the Sub-Tropical Exposition, previously reported.

Jacksonville.—The Merrill-Stevens Engineering Co. will build a pier 300 feet long.

Palatka.—Joseph F. Dean, Oliver W. Bromwell and James A. Larned, of Palatka; Noyes S. Collins, Lake City; William B. Sparks, Macon, Ga., and others have chartered the Georgia & Florida Air Line Railroad Co. to build a railroad from the Northern boundary line of Hamilton county to Palatka.

Pensacola.—The Warrior Coal Fields Railroad Co. will negotiate for making Pensacola the Southern terminus of their road.

Sanford.—Stone & Gore, of Cincinnati, Ohio, will erect two-story brick buildings. Bids are being received.

St. Augustine.—Work will probably soon be commenced on the St. Augustine & Coast Line Railroad, previously reported. Wm. Mickler is chief engineer.

St. Augustine.—Heth Canfield, G. W. Atwood and others will incorporate a stock company to build an electric street railroad.

Tavares.—Samuel Thomas, Calvin S. Brice, H. W. Cannon, John G. Moore, E. R. Chapman and Edward Tuck, of New York, and Dexter Hunter, of Jacksonville, have incorporated the Atlantic & Western Railroad Co. to build a road from the Atlantic Ocean to Tavares.

GEORGIA.

Albany.—J. G. Wells and O. W. Geise have erected a saw mill.

Atlanta.—The Atlanta Guano Co., reported last week as increasing their capital stock to \$75,000, are building new works entirely. The annual capacity will be 10,000 tons manipulated guano and 8,000 tons acid phosphates.

Atlanta.—Evan P. Howell, S. M. Inman and Henry Jackson, of Atlanta; John H. Inman, Samuel Thomas, Calvin S. Brice and T. M. Logan of New York city, and others have incorporated the Georgia Terminal Railroad Co. Will build a railroad about 20 miles long.

Atlanta.—A machine shop and foundry are to be established at the Georgia Technological Institute.

Augusta.—The Augusta National Exposition Co., capital stock \$60,000, has been incorporated by James Tobin, C. A. Evans, Charles A. Coffin, Jacob Phinisy and others.

Augusta.—The Georgia Railroad Co. have completed their shops for building freight and passenger cars, previously reported, and will now extend them 125 feet.

Brunswick.—The Brunswick & Western Railroad Co. will enlarge their docks, wharves, etc.

Cave Spring.—Iron ore mines near Cave

Spring are being developed by Albert N. Tumlin.

Cave Spring.—The H. W. Dean Co. have opened a new iron ore mine near Cave Spring.

Columbus.—It is reported that the Central Railroad Co. (office, Savannah) will extend the Buena Vista & Eilaville Railroad to Columbus.

Columbus.—It is stated that work on the Columbus Southern Railroad, previously reported, will be commenced at once. The Chattahoochee Brick Co., of Atlanta, have the contract.

Dalton.—The Dalton Real Estate & Building Co., capital stock \$25,000, has been incorporated by James W. Shanks and others.

Etna Furnace.—It is reported that the Etna Furnace Co. will put their charcoal furnace in operation early next year.

Forsyth.—It is reported that the Charles Gold Mine has been sold to St. Louis (Mo.) parties, who will put in machinery to develop it.

Gabbettsville.—L. H. Traylor & Co. contemplate building a telephone line to West Point, 6 miles.

Hawkinsville.—Lewis Wilcox has enlarged his wagon and buggy factory.

La Fayette.—O. E. Waters, of Chattanooga, Tenn., has organized the La Fayette Land & Manufacturing Co., to manufacture plow handles, etc.

Macon.—Jacob Hirsch will manufacture mattresses extensively.

Macon.—The Jeter & Boardman Water & Gas Association, previously reported as formed to build water, electric light and gas works at different places, have organized with W. A. Jeter as president, and A. E. Boardman secretary and treasurer.

Meriwether County.—The Wilkes gold mine has been reopened.

Putnam.—Daniel & Reed, whose mill and gin were reported last week as burned, are preparing to rebuild.

Rochelle.—A saw mill is being erected.

Rome.—The contract to build the bridge across the Oostanaula river, previously reported, has been let to the Penn Bridge Co. at \$13,457. The length will be 297 feet.

Rome.—The Rome Gas Co. will erect the electric light plant previously mentioned. They will enlarge their gas works next spring.

Selma.—C. J. Clark and others are raising money to build a fine school.

Tallapoosa.—It is stated that John F. Lange and C. E. Johnson, of New Britain, Conn., reported last week as to establish the Tallapoosa Malleable Iron Works, will also start brick works.

KENTUCKY.

Ashland.—A \$10,000 stock company has been organized to erect the electric light plant, previously reported, with E. M. Roberts as president, and F. B. Moore secretary and treasurer. They will use the Waterhouse system, and have ordered machinery.

Ashland.—Crowell & Leicht will probably build a saw mill.

Carrollton.—The name of the gas company, reported last week as being organized by J. M. Winslow and others, is the Carrollton Gas, Oil & Trading Co. The capital stock will be \$100,000. Bids for sinking a gas well will be received until December 10.

Covington.—The Rule Molding & Manufacturing Co., and the Merrill Chemical Works, of Cincinnati, Ohio, are, it is stated, negotiating for moving their works to Covington.

Enterprise.—(P. O. at Jamison).—William Cooper has started a shingle mill.

Frankfort.—The Southern Street Railway & Improvement Co. are negotiating for the charter of the Frankfort, Belle Point & Leestown Street Railroad, with a view to building the road.

Glasgow.—Ohio parties will bore for gas.

Kentucky.—It is stated that J. T. Pierce, of Warrior Station, Ala., has purchased 4 coal mines and 65,000 acres of coal lands.

Lexington.—The State Democratic Committee, S. G. Sharp, chairman, are raising money to build a club house to cost about \$20,000.

Lexington.—It is reported that the Mason, Gooch & Hoge Co. have contracted (conditional upon certain subscriptions) to build a railroad to the Louisville & Southern Railroad at Lawrenceburg.

Louisville.—G. A. Schultz, Charles Neuner, G. Layh, A. F. Coldeway, J. Hinzen and G. W. Menz have incorporated the Oregon Silver Creek Mining Co. The authorized capital stock is \$1,000,000.

Louisville.—It is reported that a company has been formed to start a cotton factory at the West End. The secretary Chamber of Commerce can probably give information.

Louisville.—The Parkland Hills Hotel & Improvement Co., previously reported, will bore for gas.

Louisville.—A large building is to be erected corner Fifth and Jefferson streets, probably to furnish power for and be occupied by small manufactories.

Louisville.—Tapp, Leathers & Co. will erect a large five-story building, to be used as a warehouse and a jeans manufactory.

Louisville.—Johnson & Chenoweth, of Shoals, Ind., will, it is reported, move the coopeage works to Louisville, reported last week.

Newfoundland.—A grist mill is being erected one mile from Newfoundland by J. N. King.

Olive Hill.—H. Hicks & Son have erected a grist mill and wool carding machinery.

Owensboro.—The Owensboro Water Co. are negotiating for a site to build their new works recently mentioned.

Owensboro.—There is some talk of the city building water works.

Paducah.—An opera house is reported to be erected by Abe Anspacker.

Somerset.—The citizens of Somerset and several other towns along the Cincinnati Southern Railroad, office, Cincinnati, O., are making efforts to have the machine shops of the company, reported last week as burned at Ludlow, rebuilt at their respective towns.

Utica.—Gill & Jones are developing a coal mine.

Williamsburg.—Heffner Bros., reported last week as having added a grist mill to their saw mill, have not done so. They will add some new machinery to their saw mill, and in the spring will probably build a planing mill.

Winchester.—The contract for the additional improvements on the courthouse has been let to W. B. Gardner at \$8,760.

Winchester.—Parties from Ohio have been prospecting with a view to locating lumber mills.

LOUISIANA.

Alexandria.—W. B. Johnson, president Little Rock & Alexandria Railroad, states that all contracts for building the road, bridges, &c., will be let by January 1, and that work will then be commenced.

Baton Rouge.—Smedley & Wood, of Dubuque, Iowa, lately reported as contracting to build water works, will commence work in January. Will erect two 1,000,000-gallon pumps, stand pipe, &c.

Eola.—Efforts are being made to form a company to erect a sugar mill. T. D. Miller can probably give information.

New Orleans.—A. M. Howland and D. Holland will build a two-story hospital.

MARYLAND.

Baltimore.—The Maryland Central Railroad Co. have prepared plans for a new machine shop.

Baltimore.—Smith & Schwartz will erect 23 two-story houses on Burke street near Hudson, 10 two-story houses on Hudson street, and 13 two-story houses on Port street.

Baltimore.—The Jacobs & Wilson Co., capital stock \$4,000, has been incorporated to manufacture builders' supplies, by Edward Jacobs, George R. Jacobs, John James, W. Wilson and others.

Baltimore.—The Oriental Brewing Co. has been organized to operate the brewery of Charles Schaffler, with Charles Schaffler as president, and George Schaffler, secretary. They have ordered ice machinery of 25 tons capacity.

Baltimore.—Charles E. Cassell is preparing plans for an office building to be erected corner of Liberty and Fayette streets by T. J. Albert.

Baltimore.—William Reisinger & Sons will erect a three-story warehouse at 621 Portland street.

Baltimore.—L. H. Bernei will erect 30 two-story houses on Washington street beginning at Chew; 5 two-story houses on Chew street near Chapel, and 24 two-story houses on Chapel street north of Chew.

Baltimore.—Frank H. Shallus will erect 2 three-story houses on Preston street, and Augustus Krebs 3 two-story houses on Stockholm street.

Baltimore.—T. W. Bedford & Co. will erect 12 three-story houses on Prestman street near Division, 3 two-story houses on Division street, and 3 two-story houses on Boulden alley.

Baltimore.—Bids for building the new engine house (No. 14), reported last week, will be received until December 10 by J. Theodore Oster, building inspector. It is to be two stories, 25x110 feet.

Baltimore.—Henry Waterman will erect four two-story houses on Etting street near Baker.

Rising Sun.—C. Conner has purchased machinery to start a branch creamery at Blue Ball.

Salisbury.—Gordon H. Toadvine will put in additional machinery to enlarge planing mill. He has lately purchased timber lands in North Carolina.

St. Michael's.—Work has been commenced on a high school building.

Georgetown, D. C.—E. S. Dent & Co. have purchased a site to erect iron bridge works.

Washington, D. C.—J. W. Walters and John Meigs will build three brick houses at 152 and 154 D street, and 325 Q street, to cost \$14,200.

Washington, D. C.—W. K. Ryan, John W. Thompson, R. H. Goldsborough, C. F. Thompson and others have organized the Washington & Tenleytown Railway Co., capital stock \$200,000, to build a cable or electric railroad.

Washington, D. C.—The Belt Line Railroad Co. contemplate building several new lines of street railroad to be operated by electric motors.

Washington, D. C.—B. W. Flack will erect a brick oil warehouse to cost \$5,000.

Washington, D. C.—Mrs. S. A. Crissy will erect a \$12,000 brick dwelling at 1436 Massachusetts avenue, northwest, and Lieutenant Dunlap a \$11,500 brick dwelling at 1438 Massachusetts avenue, northwest.

Washington, D. C.—The Metropolitan Street Railroad Co. contemplate extending their lines.

MISSISSIPPI.

Aberdeen.—A company, with S. Romansky as president, has purchased and will operate the Aberdeen Tannery. The capital stock is \$20,000.

Cobbs' Switch.—Robert Gibson has purchased machinery to start a creamery.

Corinth.—Cox Bros. will rebuild their hotel, reported in this issue as burned.

Duck Hill.—Brick works are to be started, T. J. Banford can give information.

Iuka.—It is reported that a street railroad will be built.

Mississippi.—The Mississippi Lumber & Manufacturing Co. have purchased 5,000 acres of hardwood timber lands in the Yazoo Delta and will shortly erect lumber mills.

Moss Point.—A company will be organized to manufacture cypress shingles.

Moss Point.—House & Griffin, reported last week as extensively improving their saw mill, contemplate adding a planing mill soon.

Natchez.—Robert Clark is increasing the capacity of his wagon factory.

NORTH CAROLINA.

Dunn.—A. G. Goodwin will erect the hotel lately reported. It will be two stories, 64x84 feet.

Durham.—T. D. Jones is building a tobacco prize factory.

Durham.—The Blackwell's Durham Co-operative Tobacco Co. are putting in new boilers and are making other improvements to their factory.

Durham.—Webb & Kramer have lately erected steam machinery for drying tobacco.

Durham.—The Durham Co-operative Tobacco Co. are putting new boilers in their factory.

Fayetteville.—The proposition of F. C. De Richards to build water works has been accepted.

Franklinton.—J. S. Joyner has put a 55 horse-power engine and a 60 horse power boiler in his flour mill. He will add a corn mill and wants machinery, either buhr or roller process, with a capacity of from 10 to 20 bushels per hour.

Glen Alpine Station.—The North Carolina Real Estate Co. have purchased a site to erect a saw mill with a daily capacity of 30 M feet.

Goldsboro.—If the electric light plant referred to last week is not erected Hunter & Street will put in a plant.

Goldsboro.—The Goldsboro Oil Co. will put in a plant of ice machinery at once.

Henderson.—The Raleigh & Gaston Railroad Co. (office, Raleigh) will build another warehouse.

Henderson.—Correspondence is going on with parties who contemplate building water works. If anything is done the mayor can give information.

Hickory.—A. Y. Sigmon has purchased machinery to enlarge his saw and flour mills.

Huntsville.—The Vein Mountain Mining Co. will develop the gold mine on Vein mountain referred to last week. They have purchased a 20-stamp mill and other additional machinery.

Laurinburg.—A cotton-seed oil mill is being agitated. J. D. Bundy can give information if anything is done.

Lincolnton.—Daniel Rhyne & Co., previously reported as building a cotton factory, are now purchasing machinery.

McDowell County.—The Marion Bullion Co. contemplate erecting considerable new machinery at their mines.

Mount Airy.—Alexander J. Thompson is erecting the machinery at his cotton factory previously reported, and will shortly have it in operation.

Oxford.—It is reported that a hotel will be built soon. If true W. A. Davis can give information.

Oxford.—A company is negotiating to build the gas works, water works and electric light plant referred to last week. The mayor can give information as soon as anything is done.

Oxford.—Two tobacco stemmeries are to be established shortly.

Raleigh.—The Fayetteville Street Baptist Church contemplate erecting a building soon.

Reidsville.—The Roanoke Railroad & Lumber Co., of Norfolk, Va., have purchased the saw mill and property of J. W. Bradford; also a large tract of timber land, and will build a railroad from Reidsville to Plymouth, 30 miles.

Shelby.—The Daisy Churn Co., capital stock \$20,000, has been formed to manufacture and sell churns. J. M. Flack is interested.

Shiloh.—A company will, it is reported, be formed to erect a cotton-seed oil mill.

Sparta.—The commissioners of Alleghany county have decided to build 4 bridges.

Stokesdale.—A company is being formed to build a tobacco factory. R. E. Porter can give information.

Thomasville.—The New Russell Gold Mining Co. has been formed to continue the development of the Russell gold mine.

Wadesboro.—The Wadesboro Brown Stone Co. are preparing to erect a 20 gang saw mill.

Winston.—There is talk of building a big hotel.

Winston.—Preparations are being made to commence work on the Winston and Wilkesboro Railroad, previously reported.

SOUTH CAROLINA.

Black's.—W. A. Jackins has contracted to build three miles of the Charleston, Cincinnati & Chicago Railroad.

Charleston.—Bids for building the county jail, reported last week, will be received until December 16 by Edwin R. White and others.

Charleston.—The Board of Police Commissioners have recommended that a police telephone and signal service be put in at a cost of \$10,000 or \$12,000. When anything is done the mayor can give information.

Charleston.—Samuel Lapham and Alva Gage, of Charleston, and G. O. Gage, R. W. Hopkins and Luther Lapham, of Boston, Mass., have incorporated the Charleston Ice Manufacturing Co., capital stock \$25,000.

Charleston.—A bill will be introduced in the legislature at Columbia to incorporate the East Shore Railway & Terminal Co.

Columbia.—A bill has been introduced in the legislature to incorporate the Wilson & Summerton Railroad Co.

Fort Mill.—The Fort Mill Manufacturing Co., previously reported, has been organized with S. E. White as president; John A. Watson, vice-president, and John M. Spratt, secretary and treasurer.

Greenville.—D. F. Divver, of Anderson, contemplates moving his machine works to Greenville, but has not fully decided.

Rock Hill.—The Southern Loan & Investment Co., capital stock \$150,000, has been incorporated by W. L. Roddy and N. J. Roddy.

Walterboro.—Western parties are negotiating for 200 acres of land, on which to build large wagon factories. The Studebaker Bros. Manufacturing Co., of South Bend, Ind., are said to be interested.

Walterboro.—Efforts will be made to have the Green Pond, Walterboro & Branchville Railroad extended from Walterboro to Bell's Cross Roads.

TENNESSEE.

Apison.—Webb & Jordan have, it is reported, lately started a new mill.

Bristol.—Joseph R. Anderson will probably build a hotel.

Bristol.—The Virginia, Tennessee & Carolina Iron & Steel Co., previously reported, have commenced improving their property and are, it is said, negotiating for the formation of a company to build a 100-ton furnace.

Chattanooga.—The W. B. Farrar Lumber Co., of Dalton, Ga., have secured a site for their planing mill, which they will move to Chattanooga.

Chattanooga.—Stoop Bros. contemplate erecting one or two five-story buildings.

Chattanooga.—The Jewish congregation contemplate erecting a temple to cost probably \$20,000.

Chattanooga.—The Tellico Manufacturing Co. will, it is stated, increase their capital stock to \$2,000,000.

Chattanooga.—D. C. Hutchison, of Washington, D. C., previously reported as to build glass works, has secured a site for the works. He has, it is reported, formed the Chattanooga Glass Co., with a capital stock of about \$175,000.

Chattanooga.—F. J. Bennett, S. E. Green, D. C. McMillan, J. P. McMillan and J. R. Bennett have chartered the Chattanooga & Spring Lake Railroad Co. to build a street railroad. They are privileged to use dummies, electric motors or cable.

Chattanooga.—Colton & Dean will re-establish their steam laundry, reported last week as burned, if they can secure a location.

Clarksville.—G. L. Carlisle & Co. are erecting a two-story flour and corn mill. Carding machinery will probably be added.

Cleveland.—Mr. Norville has purchased the sash and blind factory of J. S. Hancock.

Dayton.—George Leggett is preparing to put the Dayton Roller Mills (flour) in operation.

Knoxville.—The Knoxville Southern Railway Co. are letting contracts for building their road previously reported.

Johnson City.—The Johnson City Brick Manufacturing Co. have ordered steam machinery to manufacture bricks. George Hardin is secretary.

Johnson City.—Frank Stratton has ordered machinery for his planing mill previously reported.

Johnson City.—Frank Evans has secured the Austin Building and ordered machinery to start a furniture factory.

Johnson City.—F. A. Stratton has purchased 38 acres of land and will grade streets, build sewers, sidewalks, &c.

Johnson City.—Mr. Adams has contracted to erect a three-story building, 25x60 feet, for Messrs. Baxter, Gillian & Stratton.

London.—A. Chance & Co. will probably sink a gas well.

Lynchburg.—Moore county has voted a subscription of \$33,000 to the Cincinnati & Birmingham Railroad.

Memphis.—It is claimed that the Ford syndicate, who have the charter to build the bridge across the Mississippi river, have arranged to have their bridge built by the Union Bridge Co., of New York city. It is said that work will soon be commenced.

Memphis.—The Merchants' Cotton Press & Storage Co., reported last week as losing two compresses and warehouses by fire, will rebuild.

Memphis.—The Illinois Central Railroad Co. (office, Chicago, Ill.) have several parties making surveys for their contemplated railroad from Cairo, Ill., to Memphis.

Morristown.—The name of the company previously reported as formed to manufacture door, alarm and call bells is the Morristown Manufacturing Co. The capital stock is \$30,000. O. C. King is president, and J. B. Jones, secretary and treasurer.

Mossy Creek.—It is rumored that a wagon factory will be built at Carsonville.

St. Joseph.—The contract to build the hotel at Iron City, lately reported, has been let. The Iron City Co. can give particulars.

TEXAS.

Austin.—A new passenger depot to cost about \$18,000 is to be erected. Peter Lawless can give information.

Austin.—A construction company will probably be formed to build the proposed Austin & McGregor Railroad.

Bonham.—The city council will issue \$50,000 of bonds to build the water works previously reported. The water will be secured from artesian and gang wells.

Bowie.—Col. Frost is preparing to develop coal mines.

Cleburne.—The depot reported last week as to be built by the Gulf, Colorado & Santa Fe Railroad Co. (office, Galveston) will be two stories, and will cost from \$12,000 to \$15,000.

Columbus.—The Columbus Meat & Ice Co. will put in machinery to increase their capacity.

Columbus.—The estimated cost of the canal reported last week as to be built to furnish power for manufactories is \$70,000. W. R. Freeman, of San Antonio, has made surveys.

Corsicana.—The Corsicana Manufacturing & Bottling Co., previously reported, have nearly completed their works.

Corsicana.—The gas works which have been idle for some months will be put in operation by David C. Barry, trustee.

Dallas.—The Harrison Wagon Co., of Grand Rapids, Mich., are, it is reported, prospecting for a site for a branch factory.

Dallas.—A construction company is being organized to build a railroad from Justin, Ind. Ter., to Decatur, Texas, 20 miles. The road, if built, will open up coal fields in Wise county.

Denton.—H. E. & J. J. May, Sr., have commenced work on a two-story building 50x90 feet.

Dublin.—Hilly & Powell will sink one or more artesian wells for J. G. Harris.

Fort Worth.—Smith & Jarvis will shortly erect a three-story building, 50x90 feet, to cost \$15,000.

Fort Worth.—John Tierney will erect a three-story brick building at a cost of \$16,000.

Fort Worth.—The Catholics have prepared plans and estimates for their church, previously reported. It will be of brick or stone, and is to cost about \$60,000. J. J. Kane can give particulars.

Galveston.—The lowest bid (\$9,615) for building the life-boat station has been made by William M. Campbell, of Mobile, Ala.

Gatesville.—Sasse & Co. have contracted to sink an artesian well and have commenced work.

Hempstead.—The Houston & Texas Central Railroad Co. (office, Houston) will build a new passenger depot.

Houston.—Hugh Hamilton will sink another artesian well.

Houston.—Charles Rugers will rebuild his large building lately burned.

Laredo.—The Mexican National Railway Co. are making arrangements to build the bridge across the Rio Grande river, previously reported, and a union depot.

Marshall.—The Marshall & Northwestern Lumber Co. has been formed by a number of firms now having mills in operation. J. H. Lancaster is president.

Navasota.—Efforts are being made to organize a company to build a railroad to Rusk.

Norse.—It is rumored that a company will be formed to develop mines.

Queen City.—The Queen City Iron Works are adding a machine shop to their foundry.

Queen City.—The East Texas Transportation Co. are extending their lumber railroad 2 miles.

San Angelo.—The electric light plant reported last week will be erected at once by T. O. Richards, of Chicago, Ill.

San Angelo.—The San Angelo Fair Association, capital stock \$100,000, has been chartered by N. P. Willis, of Galveston, and others. Will erect buildings.

San Antonio.—Proposals for building the basement and area walls of the U. S. court house, previously reported, will be received until December 10 by Will A. Freret, supervising architect, Washington, D. C.

Sherman.—Urban Broughton, of Chicago, Ill., is negotiating to put in a sewerage system to cost about \$60,000. The mayor can give information.

Sherman.—William Gardenhire is sinking a shaft to open his coal land about 14 miles from Sherman.

Sulphur Springs.—A company is being formed to start an ice factory.

Sulphur Springs.—J. N. Haney is building a 75-barrel roller flour mill.

Temple.—Major Burkett, of Houston, has made a proposition to lay mains to the Leon river for a water supply if the present plant is donated him. It will probably be done.

Whitewright.—The Cumberland Presbyterians contemplate building a church soon.

Woodville.—Wotan, Ginchin & Davis have commenced work on their contract to build the jail previously reported. It will cost about \$10,000.

VIRGINIA.

Abingdon.—The town has voted a subscription of \$20,000 to the Abingdon Coal & Iron Railroad.

Alexandria.—J. M. Hill is making efforts to organize a stock company to erect an electric light plant. If he does not succeed in forming a company he will put a plant in at his opera house.

Alexandria.—Breen & Treeley have received the contract to build a viaduct in Pittsylvania county for the Richmond & Danville Railroad Co., to cost \$3,300.

Alexandria.—It is probable that the gas works will be enlarged at a cost of \$15,000. The mayor can give information if anything is done.

Alexandria.—The National Mausoleum Safe Deposit Co. has been chartered to build mausoleums with safe deposit vaults under patent of J. G. Meyers. The capital stock is to be not less than \$500,000 nor more than \$1,000,000.

Lovely Mount.—A. J. Lucas contemplates establishing brick works.

Lynchburg.—G. L. Scott & Co., of Philadelphia, Pa., are erecting a factory to manufacture carriage materials. The main building will be 60x130 feet.

Old Hickory.—There is talk of a canning factory being started.

Pearisburg.—James Witherspoon, of Philadelphia, Pa., is developing two iron ore mines near Pearisburg.

Pocohontas.—It is stated that the hotel lately referred to will soon be built. The Southwest Virginia Improvement Co. can probably give information.

Pocohontas.—It is reported that the Southwest Virginia Improvement Co. will build 100 more coke ovens.

Portsmouth.—It is rumored that New York, Philadelphia and English capitalists are preparing to charter companies to establish steel works and car works near the navy yard.

Roanoke.—It is reported that a large tannery is to be established shortly. If true, the Roanoke Land & Improvement Co. can give particulars.

Roanoke.—It is probable that Roanoke Rolling Mill Co. will soon begin work on their rolling mill, previously reported.

Sherando.—Eugene Irvine has, it is reported, remodeled his mill.

Tazewell C. H.—The planing mill and sash and blind factory, reported last week, is being erected by J. P. Kelly.

Waynesboro.—Efforts will be made to start a canning factory.

Wytheville.—Robert Crockett is opening iron ore deposits about 6 miles from Wytheville.

Wytheville.—A canning and krauting factory is being agitated.

WEST VIRGINIA.

Ansted.—The corporators of the Mill Creek Coal & Coke Co., reported last week as chartered, are Stevens M. Taylor, James M. Taylor, Rufus M. Taylor, R. C. Taylor and A. J. Taylor.

Buffalo.—R. T. Harvey is erecting a paint mill. He is opening a bed of fire clay and will, with others, establish fire-brick and pottery works.

Byard.—The Buffalo Lumber Co. has been chartered to manufacture and deal in lumber, furniture, &c., by John W. Nibisen, Daniel B. Leatherman, of Burlington; Jas. B. Rees, Rees' Tannery, and others. The capital stock is limited to \$50,000.

Charleston.—Benjamin Brown and associates have asked for permit to build a street railroad across the Keystone bridge and on lower side of Elk river.

Guyandotte.—The Huntington Water Works Co., of Huntington, will lay pipes to supply Guyandotte with water.

Huntington.—Doyle & Co., whose machine works were reported last week as burned, will rebuild at once.

Huntington.—The Southern Railway & Improvement Co., of Washington, D. C., will make a proposition to build a street railroad to Guyandotte.

Martinsburg.—The Berkley Corn Harvester Co., reported last week as incorporated, will manufacture all kinds of agricultural machinery at the machine works now operated by John Fitz.

Parkersburg.—John Pahl, A. L. Ball, A. P. Graham, George E. Milligan and W. W. Van Wintch have incorporated the Parkersburg Ice Co., with a capital stock of \$100,000.

West Virginia.—The Renovo Manufacturing Co. will hold a meeting in Philadelphia, Pa., on December 20, to increase their capital stock from \$100,000 to \$300,000.

Wheeling.—Charles Menkemeller, George K. Wheat, C. W. Seabright and Frank Gruse, of Wheeling, and Christian Schneider, of Tiltonsville, Ohio, have incorporated the Tiltonsville Pottery Co., to manufacture pottery ware. The authorized capital stock is \$50,000. The works will be at Tiltonsville.

Wheeling.—The Reymann Brewing Co. are repairing and improving their brewery.

F. D. Hart, 70 Adams avenue, West, Detroit, Mich., wants pamphlets, &c., of Southern timber lands that are for sale.

BURNED.

Baton Rouge, La.—The sugar house on the Australia plantation, near Baton Rouge, damaged by a boiler explosion.

Baton Rouge, La.—The sugar house of J. H. White, six miles from Baton Rouge; loss \$10,000.

Buchanan, Ga.—The planing mill of Capt. Redwine, in the 20th district of Haralson county.

Coosa, Ga.—The saw and grist mill and gin of Charles H. Logan, in Chattooga county; loss \$1,500.

Corinth, Miss.—The hotel of Cox Bros. Will be rebuilt.

Corning, Ark.—The mill and gin of Sheek, Stevens & Co.

Corning, Ark.—The mill and gin of Griffith & Brown, eight miles from Corning, and the mill and gin of Levi Hecht, 12 miles from Corning.

El Paso, Texas.—The planing mill of Buchanan & Co.

Ingold, N. C.—The turpentine distillery of A. N. Johnson & Son.

Knoxville, Tenn.—The slaughter house and pork picking establishment of Metter & Zigler, 2 1/2 miles from Knoxville; loss \$15,000. They will probably rebuild.

Livingston, Ala.—The grist mill and gin of E. S. Sledge, eight miles from Livingston. The loss is \$2,500.

Louisville, Ky.—The pottery of John Bauer.

Monroe, N. C.—The corn mill and gin of Allen Heath; loss \$3,000.

Montgomery, Ala.—The flouring mills of the Montgomery Mills Co.; loss \$90,000.

Spring City, Tenn.—The saw and planing mill of F. W. Angel; loss \$10,000.

The gins of C. E. Nevills, Pine Bluff, Ark.; Pellerin & Gerot, Lafayette, La.; Camp & Reynolds, Rome, Ga.; W. L. Copeland, near Fort Payne, Ala.; John Chaffe, 4 miles from Rayville, La.; Lemuel Scott, Rayville, La.; R. K. Fitzhugh, Jr., in Woodruff county, Ark.; J. O. Beasley, Maury county, Tenn.; David Liles, near Roanoke, Ala.; George T. Foles, 8 miles from Marietta, Ga.; Judge McCall, 7 miles from Americus, Ga.; John W. Morris, Poplar Bluff, Ark.; B. G. Turner, Poplar Grove, Ark.; Jesse Daniel, 12 miles from Longview, Tex.; Taylor & Gynes, 6 miles from Fairfield, Tex.; John Young, 10 miles from Corsicana, Texas; H. B. Florence, Spring Hill, Ala.; L. J. Hambrick, New Market, Ala.; J. T. Patterson, Patterson, Ala.; H. O. Zeigler, Zeiglersville, Miss.; W. W. Scott, Maury county, Tenn.; M. F. Sanders, Jamestown, Ga.; W. H. Hill, Manor, Texas; Mr. Colquitt, in Bossier Parish, La.; Col. Nugent, Greenville, Miss.; E. Schaeffer, 4 miles from Yazoo City, Miss.; Thomas Williams, Wetumpka, Ala., and Alexander Miller, Tuscaloosa Ala., have been burned.

Erected Saw Mill.

NORTH PORT, ALA., Nov. 26, 1887.

Editor Manufacturers' Record:

We have just put in operation a steam saw mill, 25 horse-power engine and boiler, manufactured by T. M. Nagle, Erie, Pa. Saw is Kingsland & Douglas; capacity 10,000 feet per day. GAINES & BAKER.

Saw Mill.

BROWNWOOD, GA., Nov. 26, 1887.

Editor Manufacturers' Record:

Myself and Mr. O. W. Geise, of this place, have just erected a saw mill in Albany, Ga., for the purpose of sawing pine and cedar lumber by the way of rafting on the Flint river. We perhaps may add planers in future. J. G. WELLS.

Water Works to be Built.

CINCINNATI, O., Nov. 26, 1887.

Editor Manufacturers' Record:

I am engaged by the trustees of water works, Clarksburg, W. Va., as consulting engineer, and am now at work on preliminary plans and estimates. JOHN W. HILL.

Cotton Compress.

MINDEN, LA., Nov. 20, 1887.

Editor Manufacturers' Record:

Our company has purchased a compress, which is now being loaded in New Orleans, and will be erected at once. We expect to have it in operation in 60 days.

MINDEN RAILROAD & COMPRESS CO.

Will Build Lumber Mill in Alabama.

DETROIT, MICH., Nov. 26, 1887.

Editor Manufacturers' Record:

I, in connection with others, will build a mill and manufacture lumber and timber somewhere in Alabama, but we have not decided on the location yet. The institution will be a good one, as we are practical lumbermen as well as saw mill men, and will not be tied down for capital. We intend starting for Alabama within two weeks.

G. W. WILLOCKS.

MACHINERY WANTED.

(If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, &c.)

Artesian Wells.—W. H. Murdock, Dalton, Ga., wants to correspond with artesian well borers. Says money can be secured to pay for several wells.

Bridge Machinery.—The King Iron Bridge & Manufacturing Co., Cleveland, Ohio, are in the market for a large amount of new bridge machinery.

Corn Mill.—J. S. Joyner, Franklinton, N. C., wants to purchase a corn mill, either buhr or roller process, with a capacity of from 10 to 20 bushels per hour.

Contracted to Build Water Works.

MACON, GA., Nov. 22, 1887.

Editor Manufacturers' Record:

We have received the contract to build the water works at Tuscaloosa, Ala.

JETER & BOARDMAN GAS & WATER ASS'N.

To Develop Arkansas Mines.

RIVERTON, NEBRASKA, Nov. 20, 1887.

Editor Manufacturers' Record:

The Spanish Dig Mining Co. expect very soon to make some extensive developments in the Arkansas mines.

S. H. BYRUM, Secretary.

Contemplate Erecting Planing Mill.

MOSS POINT, MISS., Nov. 21, 1887.

Editor Manufacturers' Record:

We are just through putting in a battery of new boilers (3). We contemplate putting in planing mill soon. Jas. Castanera has just completed a hotel in this place.

HOWZE & GRIFFIN.

To Build Large Stock Yards.

FORT WORTH, TEXAS, Nov. 19, 1887.

Editor Manufacturers' Record:

We expect to commence work on the Fort Worth Union Stock Yards January 1st, 1888. We have purchased 150 acres of land, well suited for stock-yard purposes, north of the city about one mile, on the banks of Trinity river.

J. W. BURGESS.

To Manufacture Agriculture Machinery.

MARTINSBURG, W. VA., Nov. 28, 1887.

Editor Manufacturers' Record:

We have a charter for a company and are now taking stock, and expect to have the stock taken up by January 1st, 1888, and will then organize at once and build machines for cutting and harvesting corn and sugar cane, and other agriculture implements. The company will take my works now in operation at this place and will begin operations at once.

JOHN FITZ.

Water Works Contemplated.

HENDERSONVILLE, N. C., Nov. 21, 1887.

Editor Manufacturers' Record:

A hotel is to be built by Frank M. Summer, perhaps not before spring, 1888. Our people will vote on a proposition for water works 2d January next. The proposition will carry and contracts be let also in early spring.

F. P. RICKMAN.

Proposals Wanted.

CHARLESTON, S. C., Nov. 28, 1887.

Editor Manufacturers' Record:

Bids for the building of a new county jail will be received until December 16, 1887.

WM. P. CANTWELL, Clerk C. C.

Industrial Notes from Augusta.

AUGUSTA, GA., Nov. 26, 1887.

Editor Manufacturers' Record:

A very large piano factory is about to be erected on the line of the Georgia Railroad between Atlanta and Augusta, a few miles out of Atlanta. The land was purchased last week, and switching privileges have been contracted for with Major Green, general manager of the Georgia road, and it is their intention to commence operations at once. They will supply a very large force of workmen. Geo. R. Lombard & Co., of Augusta, have nearly completed their new shop, 70x363 feet, a part of which will be two stories. They will move into it in about thirty days, and will carry into it some large and new tools of the most approved makes. The old buildings will be used to store machinery, of which they are carrying a large stock. Their works now are being worked to their utmost capacity on engines, boilers, saw mills, some of which they are shipping to Florida. The Georgia Railroad Co. have just completed a very large shop for the construction of freight and passenger cars with all modern approved transfer tables and every facility for doing a very large business. They will at once proceed to extend this building 125 feet. Such has been the great demand upon them for transportation that it has been a question of absolute necessity with them. Within the last year or two the transportation of granite from the line of their roads amounts to several hundred car-loads per month.

Building Roller Flour Mill.

SULPHUR SPRINGS, TEXAS, Nov. 19, 1887.

Editor Manufacturers' Record:

J. N. Haney, of Granbury, is building a 75 barrel roller mill and wants to have it running by middle of December if possible.

J. A. PIERCE.

GUNTERSVILLE, ALA., Nov. 23, 1887.

Editor Manufacturers' Record:

I am connected with a company who propose to start a manufacturing town on Tennessee river, near Guntersville, to be called Manchester.

J. L. BURKE.

MILLEDGEVILLE, GA., Nov. 21, 1887.

Editor Manufacturers' Record:

I am trying to get up a company to start a foundry and machine shop either here or at Macon.

JOHN HALLIDAY.

RALEIGH, N. C., Nov. 23, 1887.

Editor Manufacturers' Record:

A company in Wadesboro, Anson county, desires to arrange with practical cotton mill men to furnish building site and good substantial brick building and put it in, provided they can get practical men to put in enough machinery for spinning warps, or if they cannot get practical men to engage in the business they would like to mortgage the buildings, land and some steam power, which they already have, for enough machinery to start an ordinarily sized factory for spinning warps. They would also be willing to give mortgage on machinery as well as buildings. Buildings will be new. Parties interested can learn of information by corresponding with myself at Raleigh.

J. T. PATRICK, Com. Immigration.

Will Erect Electric Light Plant.

ROME, GA., Nov. 28, 1887.

Editor Manufacturers' Record:

We have decided to erect an electric light plant as soon as we can decide as to the comparative merit of the different systems now being used throughout the country. We expect to be ready to furnish light within two or three months. We also expect to again enlarge our gas works in the spring, as our city is growing so rapidly that we are unable to supply the demand for gas with our present works.

ROME GAS CO.

Building New Guano Works.

ATLANTA, GA., Nov. 22, 1887.

Editor Manufacturers' Record:

Our capital stock has been increased to \$75,000, which was immediately subscribed and paid in by the old stockholders. This was done at our annual meeting, November 12th instant. We are building new works entirely, at Clark's Car Station, on Central R. R., seven miles south of this city. Our acid chambers and guano works will require the following main buildings: 41x180, 3 stories; 62x160, 2 stories; 75x100, 1 story; besides engine rooms, boiler house, and burner rooms for burning sulphur and brimstone. Our capacity will be ten thousand tons manipulated guano annually, and about eight thousand tons acid phosphate.

C. F. MANSFIELD, Sec'y and Treas.

LOUISVILLE, KY., Nov. 28, 1887.

Editor Manufacturers' Record:

We are now putting up a five-story building, 49 feet front and 200 feet deep, pressed brick, and red stone front. The building will cost, all told, between \$45,000 to \$50,000 for the lot and building. This building is for the manufacture of jeans clothing.

TAPP, LEATHERS & CO.

GOLDSBORO, N. C., Nov. 22, 1887.

Editor Manufacturers' Record:

Should the citizens of this city fail to put in an electric light plant then we will, as we must have one in our hotels, Arlington and Gregory.

HUNTER & STREET.

Will Rebuild Mill.

AUGUSTA, ARK., Nov. 21, 1887.

Editor Manufacturers' Record:

My mill was burned the night of November 3; loss \$3,000; no insurance. Will rebuild at once, putting in both lumber and shingle mills.

W. J. PATIENT.

Will Rebuild Machine Works.

HUNTINGTON, W. VA., Nov. 26, 1887.

Editor Manufacturers' Record:

Our machine works were totally destroyed by fire last Monday the 21st. We will rebuild with brick at once.

DOYLE & CO.

Plan for Asylum Wanted.

CORSICANA, TEXAS, Nov. 21, 1887.

Editor Manufacturers' Record:

The first in order will be plans for the State Orphans' Asylum at this place, and when plans are adopted bids for construction will be in order. Plans for the various buildings to accommodate 1,000 to 3,000 children are in order now.

M. DRUM, Chairman.

The nail market is still demoralized, and, while prices are quoted at \$2.05, sales are reported as being made at \$1.90 for large lots.

Baltimore Stock Exchange Quotations.

Reported by ALEXANDER BROWN & SONS, Bankers, Baltimore.

BALTIMORE, Nov. 30, 1887.

	BID.	ASKED.
Virginia 6's Consols C.....	47	..
Virginia 3-4-5 10-40's.....	36 1/2	..
Virginia 3's, new.....	39	..
Virginia Consol Coupons.....	32 1/2	33
N. Carolina 4's Consols.....	37	..
Norfolk Water 8's C.....	126	128
Va. & Tenn. 8's.....	138	..
Wil. & Wel., Gold, 7's.....	119	120 1/2
Wil., Col. & Aug. 6's.....	111	112
Atlanta & Char. 1st, 7's.....	118	..
Atlanta & Char. Income 6's.....	119	120
Col. & Green. 1st, 6's.....	100 1/2	103
Col. & Green. 2d, 6's.....	74 1/2	76
Va. Midland. 1st, 6's.....	117	..
Va. Midland. 4th, 3-4-5.....	65	..
Va. Midland. 5th 5's.....	..	100
Char., C. & Aug. 1st, 7's.....	111	..
Char., C. & Aug. 2d, 7's.....	108	..
West Va. Central, 1st, 6's.....	108	..
Ga. Pacific 1st, 6's.....	103	104
Ga. Pacific 2d.....	49	50 1/2
Cape Fear & Y. Valley 6's.....	97	97 1/2
Consolidated Gas Stock.....	36 1/2	37
Consolidated Gas Bonds 6's.....	..	100
Canton Co.....	45	48
New Orleans Gas, 1st, 5's.....	..	104
Atlantic Coal.....	120	..

Contracted to Build Bridge.

CANTON, OHIO, Nov. 25, 1887.

Editor Manufacturers' Record:

We have been awarded the contract for a bridge over the Patapsco river. Span, 209½ feet extreme length, with 18 foot roadway, and will be built according to plans and specifications furnished us.

WROUGHT IRON BRIDGE CO.

DECATUR, ALA., Nov. 25, 1887.

Editor Manufacturers' Record:

We have the contract for the Decatur Car Wheel & Car Spring Co's building.

TURNER & GOODWIN.

Contracted to Grade Railroad.

TALLAPOOSA, GA., Nov. 26, 1887.

Editor Manufacturers' Record:

I contracted to grade 15 miles between Chattanooga and Rome. Commenced work on the 20th, 38 miles below Chattanooga.

L. ROSSITER.

Will Build Water Works.

DUBUQUE, IOWA, Nov. 25, 1887.

Editor Manufacturers' Record:

Water works will be erected in Baton Rouge, La., by Smedley & Wood. Work will be commenced in January. Plant will consist of two 1,000,000-gallon pumping engines, six miles of pipe, 75 hydrants and steel stand pipe.

J. H. WOOD.

Will Bore for Gas.

CARROLLTON, KY., Nov. 26, 1887.

Editor Manufacturers' Record:

The Carrollton Gas, Oil & Trading Co. has just been formed and organized. Our first move will be to bore for natural gas. Will receive bids for the work up to December 10th. Capital stock, \$100,000.

JAS. T. FISHER, Secy.

To Build Ice Factory.

ASHEVILLE, N. C., Nov. 23, 1887.

Editor Manufacturers' Record:

The Asheville Ice Co. was organized last week, capital \$25,000, with the following officers: J. P. Sawyer, president; J. G. Martin, vice-president, and C. Rutledge Holmes, secretary and treasurer. We will establish the plant at once.

J. P. SAWYER.

Rebuilding Mill.

BOILING SPRINGS, ALA., Nov. 25, 1887.

Editor Manufacturers' Record:

My mill was burned November 15, 1887, and I am rebuilding now and will have it running soon. I have no insurance.

W. L. FLUKER.

Will Move Factory to Athens.

ATHENS, TENN., Nov. 23, 1887.

Editor Manufacturers' Record:

Mr. Moores, of Elyria, Ohio, will move his chair and furniture works to this place, to be erected on the property of the Athens Mining & Manufacturing Co. Will enlarge them and employ 200 hands.

ATHENS MINING & MFG. CO.

Will Enlarge Mills.

CHARLOTTE, N. C., Nov. 23, 1887.

Editor Manufacturers' Record:

Mr. A. Y. Sigmon, of Hickory, N. C., has purchased a 50 horse-power engine and boiler from us. He will add to his flour and saw mills, largely increasing capacity. Additions will be furnished from our works.

MECKLENBERG IRON WORKS.

ST. AUGUSTINE, FLA., Nov. 23, 1887.

Editor Manufacturers' Record:

We contemplate the construction of a road from this place to the North Beach, about six miles distant.

W. J. JARVIS.

Erecting Planing Mill and Sash Factory.

TAEWELL C. H., VA., Nov. 24, 1887.

Editor Manufacturers' Record:

Our saw mills are portable mills of 5 or 6 M feet per day capacity. The planing mill, with sash, door and blind factory, is a permanent enterprise; buildings 3 stories; nearly completed. Machinery on the grounds. Work to commence in a few weeks. The projector and owner is our Mr. J. P. Kelly.

J. P. & J. H. KELLY.

Additional Machinery.

SALISBURY, MD., Nov. 28, 1887.

Editor Manufacturers' Record:

We have made arrangements to handle 8,000,000 to 10,000,000 feet of kiln-dried North Carolina lumber yearly, all of which we will work up at our mills here. We are adding additional machinery to our plant to handle the increased business.

G. H. TOADVINE.

Electric Lights Contemplated.

JACKSON, MISS., Nov. 25, 1887.

Editor Manufacturers' Record:

We are not erecting electric lights yet, but expect to do so as soon as we can get authority from the legislature, which meets in January next.

JOHN M. GILL.

Developing Coal Mine.

UTICA, KY., Nov. 26, 1887.

Editor Manufacturers' Record:

We are working a fine vein of Peacock coal. The vein is four feet thick, and will make good clear coal. Said bank is on the O. & N. R. R., 12 miles south of Owensboro.

GILL & JONES.

To Start Steam Laundry.

CLARKSVILLE, TENN., Nov. 26, 1887.

Editor Manufacturers' Record:

We are organizing to start a steam laundry with a capital of \$2,500.

J. W. F. SHELTON.

Canning Factory to be Started.

ROGERS, ARK., Nov. 26, 1887.

Editor Manufacturers' Record:

A company to start a canning factory has been organized at this place. The following are the names of the directors: W. J. Todd, president; W. R. Felker, treasurer; J. B. Steele, secretary; W. H. Wight, N. S. Storrs, W. K. Dyer and G. F. Kennan.

H. A. OAKLEY.

Gas and Water Works Projected.

HENDERSON, N. C., Nov. 27, 1887.

Editor Manufacturers' Record:

Correspondence is now going on with parties abroad who desire to locate gas works here, and also with parties who wish to locate water works.

A. B. PERSE.

Erecting a Paint Mill.

HUNTINGTON, W. VA., Nov. 27, 1887.

Editor Manufacturers' Record:

I have laid off large number of town lots in the extension of the town of Buffalo, W. Va., on the Kanawa & Ohio Railroad and Kanawa river. Am erecting a large paint factory on Railroad avenue in second extension. Have in hill immediately back of town, brown metallic yellow ochre, umber and ultra marine blue paints. Dr. McGill, near me, has a bed of Indian red paint. Will soon commence manufacture of same. Have also a bed of fire-clay 12 feet thick, which I am now opening up. Will get parties as soon as opened to manufacture fire-brick and also make pottery ware.

R. T. HARVEY.

Fire-Brick Works.

CLEVELAND, TENN., Nov. 28, 1887.

Editor Manufacturers' Record:

We have this day commenced operations on our new fire-brick works, and expect to manufacture brick by March 1st, 1888. It is our object to make a fire-brick superior to any in the South, and feel confident, from practical tests, that our clay will make such a brick. Our intention is to make by hand and repress on hand machines. We expect to ship to all parts of the South, and feel confident we can satisfy the trade.

GEO. CARLYLE & SONS.

VICKSBURG, MISS., Nov. 26, 1887.

Editor Manufacturers' Record:

An effort is being made to organize a cotton mill company, and the prospect for success is good. The plan is to raise one-half or more of the capital here and to invite balance of stock and management to experienced parties. Cheap river freights make this a very desirable point for manufactories of all kinds, and especially of cotton, it being the center of the cotton belt where the best cotton is grown.

J. F. BAUM.

LOUISVILLE, KY., Nov. 22, 1887.

Editor Manufacturers' Record:

It has been reliably reported to me that Johnson & Chenoweth, of Shoals, Ind., have made all arrangements to come to Louisville and establish a very large cooperative works.

ANGUS R. ALLMOND.

C. R. MAKEPEACE & CO.
ARCHITECTS and MILL ENGINEERS
PROVIDENCE, R. I. Plans, Specifications and Estimates furnished for Cotton and Woolen Mills.

D. W. K. PEACOCK,
Real Estate Agent,
CARTERSVILLE, GA.

Minerals a Specialty.
Refers to THE HOWARD BANK, Cartersville, Ga.
J. W. RAWN, Atlanta, Ga.

THE SOUTH BALTIMORE
Harbor & Improvement Co.

Of Anne Arundel County,

Offers for sale or lease at moderate rates BUILDING LOTS on paved streets upon its property on Curtis Bay, about one mile southeast of Light Street Bridge—the southern boundary of Baltimore city—and near the extensive South Baltimore Car Works just completed and in operation. It also offers suitable locations, with or without water front, for all kinds of manufactories, with special inducements to persons engaged in small manufacturing industries. Particular attention is directed to manufactories east and north of Baltimore to this locality which, besides its proximity to the Southern markets, has many advantages, such as railroad and water communications, cheap house rents, easy access to the city, etc. The location is high and healthy, rising to about 160 feet above tide-water. For further particulars apply to

WM. S. RAYNER,

Pres. S. B. H. & I. Co.

8 E. Lexington St. BALTIMORE.

FOR SALE—SECOND-HAND
Railway Equipment.

We offer the above at low prices for cash or on easy terms or Car Trust; or will exchange for good securities. Whether you wish to buy, sell or trade, it will pay you to write us for full particulars.

THE NEW YORK EQUIPMENT CO.
Successors to Walkley & Co.

10 WALL STREET, NEW YORK.

JAMES INVINE, Pres. L. V. WALKLEY, Secy.

500,000 acres mineral rights, including coal and taking coal, oil, gas and minerals, in East Kentucky, on projected railroad; \$1 to \$2 per acre. Well timbered coal lands, \$2 to \$3 per acre. 10,000 choice poplar trees, \$1 per tree. 1,000 walnut, white oak and cherry trees cheap. Titles perfect. W. J. HORSLEY, Whitesburg, Ky.

Manufacturers' Bureau, of Fort Smith, Ark.

Invite correspondence and propositions from manufacturers with a view to locating at Fort Smith. Fort Smith is the center of an immense semi-anthracite coal, lumber, iron and cotton region, with railroad facilities giving close connections with the markets of Kansas, Texas, Missouri, Indian Territory and Arkansas. Population in 1880, 7,500; in 1886, 14,000; in September, 1887, 18,000.

NORTE TEXAS, YOUNG COUNTY.

Elevated, pleasant, healthy. Its people enjoy and farmers and stockmen benefit from three to five months more of working and farming and no less number of winter stock-feeding days in every year than those of the Middle States. Send address for circular of ranch, places of various size, investment and farming lands.

E. S. GRAHAM,
Graham, Texas.

Gallatin, Tenn., Cotton Factory**FOR SALE.**

Factory is situated immediately on Chesapeake & Nashville R. R., and right in city of Gallatin, on L. & N. R. R. Factory has 500 horse power engine, 136 looms, with sufficient machinery to run the looms to their full capacity; never failing water for all purposes. Machinery all in good running order. All machinery automatic and of latest improved kind. Makes from 7,000 to 7,500 yards of goods per day. Looms 4-4, but arranged to make, when desired, either ½ or ¾. There is also attached to factory merchant grain mill; in addition large double brick house, also eleven cottages for operatives. Property cost \$150,000. Will be sold at a bargain. Machinery will be sold separately if desired. There are some 30 acres of land adjoining factory. For particulars address

BANK OF GALLATIN,
Gallatin, Tenn.

REAL ESTATE IN A Booming Alabama Town**FOR SALE.**

Three Hundred Choice Business and Residence Lots in the CITY OF ANNISTON.

This property is the best in the city, and having been bought before the boom, will be sold at prices affording investors a rare opportunity to make certain and handsome profits. Address

F. M. HIGHT, Anniston, Ala.

Farm, Mineral AND Timber Lands.

Parties desiring to obtain Fine City Property in a growing manufacturing center, and Truck Farms of superior excellence in close proximity to the markets of the country, and Mineral and Timber Lands of great value, will do well to consult Messrs. A. B. Whiteaker & Co., of Bristol, Tenn. The Mineral and Timber Lands controlled by us are within a radius of fifty miles of Bristol, and are pronounced by experts to be the most valuable in the sections of East Tennessee and Southwest Virginia. The Timber Lands are of virgin growth and in close proximity to the railroads. The Mineral Lands are the richest in this section of the South. Capitalists and Prospective Settlers, as well as Home Seekers, will do well to consult us regarding our lands, which we offer at the most reasonable prices. We will be glad to furnish any or all kinds of information regarding lands in this section of the State. Address

A. B. WHITEAKER & CO.
BRISTOL, TENN.

COPY OF ORDINANCE

Passed by the Council of the Town of West Point, Virginia, on the 21st day of April, 1879, and re-enacted and approved on the 22d day of March, 1887.

Be it ordained by the Council of the Town of West Point, Va., that any party or parties investing in property in this town for the purpose of conducting any enterprise, such as manufactories, packing houses, &c., and actually operating the same, they shall be exempt from all corporation taxes upon such property, and all machinery and improvements thereon, for the term of ten years from the purchase of such property.

It is also ordered that the Mayor is hereby instructed to advertise this ordinance in the "MANUFACTURERS' RECORD," a paper published in the City of Baltimore, Md.

E. WILKINSON, Mayor.

Basic Steel Plants for the South

What Mr. Jacob Reese Says Will Be Done if the Supreme Court Decides in His Favor.

PENN BUILDING,
PITTSBURGH, PA., Nov. 29, 1887.
R. H. EDMONDS, Esq.,

Editor Manufacturers' Record, Balto:

DEAR SIR—In answer to your enquiry "as to the extent of the plants to be erected in the South if the Supreme Court will decide that the Basic process is under my control," I answer that The Sloss Steel Co. will build a Basic steel plant at Birmingham, Ala., with a capacity to produce 400 tons of Basic steel per day.

The Tennessee Coal, Iron & Railroad Co. will put up a Basic plant at Birmingham, Ala., with a capacity to make from 600 to 1,000 tons per day of Basic steel. And I, with my associates, who hold the patents for the use of the Basic slag as a fertilizer in this country, will erect works at Birmingham, Ala., having a capacity to grind, pulverize and prepare the Basic slag for market, with a capacity of making one hundred thousand tons of the Basic phosphate per annum. This phosphate will contain 20 per cent. of available phosphoric acid, and has proved to be double the value of guano and six times the value of bonedust. (See Report U. S. Consuls, No. 81, July, 1887, page 9.) At Nashville, Tenn., a Basic plant will be erected having a capacity to produce 100 tons of Basic boiler plates per day from charcoal iron. This works will also produce 40 tons of Basic slag per day, and we will erect works to make 10,000 tons of Basic phosphate per annum at Nashville. At Sheffield, three parties will either unite and erect a Basic plant with a capacity to produce 1,000 tons of Basic steel per day, or they will erect three different plants, one of 600 tons and two of 200 tons capacity each per day, with an estimated production of from three to four hundred tons per day of Basic slag. And for preparing that for market, we will erect works with a capacity to produce at Sheffield 100,000 tons of Basic phosphate per annum, having 20 per cent. of phosphoric acid. These parties are anxious to begin, and will commence erecting the works at once, if the Supreme Court confirm my rights. In addition to these parties, there are others who propose erecting Basic plants in Virginia, Wisconsin, Ohio, Pennsylvania, Kentucky, Tennessee, Georgia, Alabama, and one in Texas.

The South cannot make steel except by my Basic process. If the Supreme Court will allow me to give the Basic process to the South, it will give her a solid boom from the James to the Rio Grande; her hills will glow with furnaces which will smelt her ores to iron and blow the iron to steel, until in liquid and in solid forms the iron and Basic steel, and Basic phosphates made therefrom, will give new life, will clothe the ground with heavier crops, will bring new people, more consumers, more producers, and better profits. But, if the court will order me to give the Basic process to the Bessemer Steel Co., and they will lock it up, it will, indeed, be a sad thing for the South.

By the old processes used for making steel in the North the phosphorus cannot be eliminated, hence they must use iron ores containing not over one-twentieth of one per cent., for when the steel is made it will contain all the phosphorus contained in the fuel, limestone and the ore, which must not exceed one-tenth of one per cent. of phosphorus. In the North such ores are found, but not in sufficient quantity, and a large amount of iron ore low in phosphorus is now continually imported from Cuba and from Spain and Africa. The South has no such ores except at Cranberry, and that is so admixed with earthly matters as to be ruled out for

economic steel production; so that it may be said, so far as known, the South cannot make steel profitably except by the Basic process. By the use of the Basic process every pound of iron ore found in the South may be put into first-class iron or steel, and the phosphorus which the ores, limestone and the fuel contains may be taken therefrom and put into lime in such a form as to cause plants to grow as plants never grew before. This Basic phosphate is really a wonderful thing. It is odorless. It is waterless. It may be kept and sold by grocers. Oh! how I do want to build a plant in old Virginia. The phosphate will clothe her worn-out lands with heavier crops than the Northwest now yields, and will make the grand old State glow with warmth and plenty. Is it possible that the hidden riches of Virginia must yet lie dormant for twenty years or more? And we go to Cuba and to Spain for ores of iron to make our steel. Will Congress stand idly by and permit the steel manufacturers of the North to lock up the Basic process, and thus lock up the industrial energies of the South while she is struggling to assume her place of honor and prosperity in the government. It is not right. It is not just. And woe be to whom it may concern if so it be.

JACOB REESE.

Two Factories to be Erected.

FLORENCE, ALA., Nov. 21, 1887.

Editor Manufacturers' Record:

The Florence Land, Mining & Manufacturing Co. have this day donated a site to Messrs. Bigelow & Co. on which they propose erecting at once a sash door, blind and furniture factory. They also donated a site to Messrs. Russell & Co. for a handle factory. They have their machinery for manufacturing handles for axes, picks, &c., already on the ground, and they propose to commence work at once erecting their plant.

J. B. WHITE.

Brick and Tile Works to be Started.

DE LEON SPRINGS, FLA., Nov. 25, 1887.

Editor Manufacturers' Record:

The De Leon Springs (Fla.) Brick & Tile Co., capital \$10,000, will be incorporated at once. Water works are also contemplated. E. F. Barney can give information regarding water works.

L. D. SNOOK

Electric Light Plant.

ASHLAND, KY., Nov. 28, 1887.

Editor Manufacturers' Record:

An electric light company, capital \$10,000, has been organized with E. M. Roberts, president; Frank B. Moore, secretary and treasurer; I. N. Pollock, J. L. Kouns, F. M. Brooks, directors. We have contracted for Waterhouse system; 30 light (full arc) for city lighting and 30 light (1,200 C. P.) for commercial. Expect to be in operation in 30 days.

E. M. ROBERTS.

Erecting Machine Works.

CHATTANOOGA, TENN., Nov. 25, 1887.

Editor Manufacturers' Record:

I am, with others, erecting a first-class machine shop and foundry at this place. Our specialties will be the manufacturing of special saw mill and wood-working machinery, engines and supplies for mills and mines. Style of company will be Chattanooga Machinery Co.

LANE LYLE.

FRANKFORT, KY., Nov. 25, 1887.

Editor Manufacturers' Record:

We have the contract for the whole of the Louisville Southern Railroad, from Louisville to Harrodsburg, 75 miles, and have been at work at it for a year. We have recently taken the track laying and expect to have the road in running order by April, 1888.

MASON, GOOCH & HOGE CO.

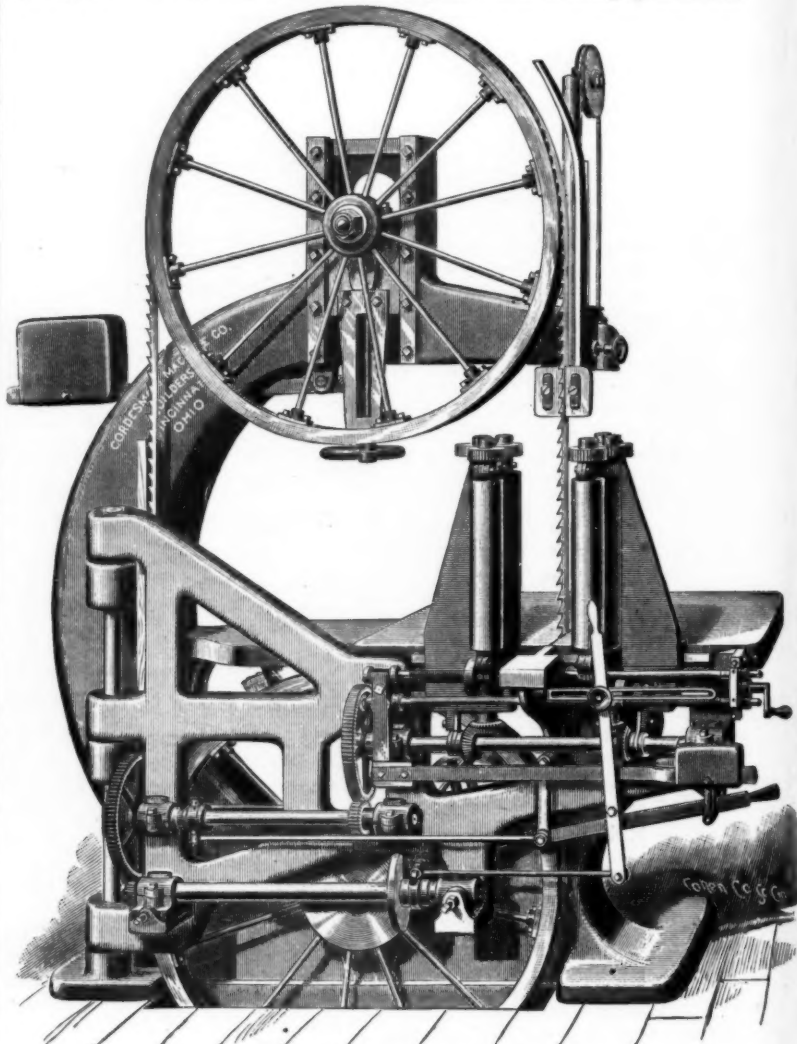
No. 4 Patent Scroll Band Saw.

The accompanying engraving represents an improved patent band sawing machine for scroll work and re-sawing, and was designed principally for heavy work, such as ship building, car, carriage, wagon and agricultural implement works, and can also be used to a great advantage in furniture, organ factories, planing mills, etc. This machine will carry a saw $\frac{1}{4}$ inch wide as well as it will a saw $2\frac{1}{2}$ or 3 inches wide, consequently it will answer for light as well as heavy work. It will take in 24 inches under the guide, and will saw to the center of 96 inches, or, in other words, the distance between column and saw is 48 inches.

The frame is cast in one massive piece, with a rectangular cored section, so that it is capable of withstanding a strain equivalent to one and a half tons on the wheel axis, without affecting the saw guides. It has a large base, thus securing a substantial floor support. The wheels are 48 inches in

are controlled by hand levers placed at the side of machine where the operator stands, and by means of the same the speed of feed can be varied from nothing up to 30 feet per minute. By this arrangement the operator can feed hard or knotty boards through slowly until the saw has passed the hard places, and then the feed may be increased instantly without injury to the machine or blade.

The rolls are self-centering and they will center a board or timber of any thickness up to 10 inches thick and 24 inches wide; one side of the double feed rolls can be made stationary, while the other side yielding, thus enabling the operator to cut a slab $\frac{1}{4}$ or $\frac{1}{2}$ inch thick off of a board of any thickness up to 5 inches. The feed works are provided with a clutch controlled by a lever by which they can be stopped and started at any time without stopping the machine. If the feed works are not wanted the change for scroll work can be made in twenty seconds, as the swinging frame with



PATENT SCROLL BAND SAW.

diameter and have a $3\frac{1}{2}$ inch face. The rims are made of the best wagon-maker's ash, and are steam bent; the spokes are made of hydraulic tubing, one end of which is screwed into the cast hub, the other end into the wheel pads, which are securely fitted and bolted to rim. The face of wheels are covered with either leather or rubber, firmly cemented and tacked to the rim. The upper wheel has a vertical adjustment, and can also be angled to lead the saw in any path while the machine is in motion.

The iron table is large and heavy, and in proportion to the machine; it pivots in a semi-circular bearing and can be adjusted to any angle in a moment's time and held rigidly in position by a new and patented device.

The graduated friction feed works are mounted on a swinging frame hinged to the column, and consist of four 4-inch (power driven) strongly geared feed rolls. The works

can be swung on one side of machine, thus placing them entirely out of the operator's way and where there is no chance for accumulation of saw dust. The iron table which slides on a long planed way (securely fastened to column) will be slid forward, thus placing machine in position for straight, curved and scroll sawing.

For prices and other information address the manufacturers, the Cordesman Machine Co., of Cincinnati, Ohio.

Will Manufacture Horse Shoe Nails.

DECATUR, ALA., Nov. 23, 1887.

Editor Manufacturers' Record:

We have organized a company to manufacture horse shoe nails. Capital \$100,000. C. C. Harris is president; F. A. Butler, of Chicago, vice-president and general manager; W. W. Littlejohn, treasurer, and R. H. Ballinger, secretary. Will commence work immediately.

C. C. HARRIS.

Rorer Iron Co. Sale.

STAUNTON, VA., Nov. 19, 1887.

Editor Manufacturers' Record:

You will see it announced in the papers that at a public sale at Roanoke, Va., the 16th inst., the property of the Rorer Iron Co. was sold to Mr. Welsh for a syndicate (the Virginia Steel Co. I suppose) for \$25,000. This is well calculated to mislead and produce a wrong impression as to the value of iron properties in Virginia. This Rorer Iron Co.'s property is a large body of land containing very large deposits of high grade brown hematite iron ore, lying some 5 miles south of Roanoke city. This ore deposit has been extensively developed and from it many thousand tons of ore have been shipped to the Lynchburg, the Gem, the Crozer and other furnaces, and from it now large contracts are being filled for the Crozer and Gem furnaces. This company has an excellent railway, five miles long, well equipped, connecting its mines with the Norfolk & Western Railroad at Roanoke, where it has a large terminal property, with

A Little Fuss Over Price-Lists.

The leather belting manufacturers and dealers have run against a curious difficulty in their attempt to make a 10 per cent. advance on the old price-list. It is not that anybody, not even the consumer, kicks hard against the advance, for everyone seems to admit that the situation demands it. The trouble is all with the old price-list; no leather belting man can remember when that list was not. It is one of the antiquities of the trade. Every man in the business knows it by heart; he had to learn it before he was allowed to sell a pound of leather. Then it is a convenient list; to learn the price per foot on any kind of belting, you simply had to multiply its width in inches by 12 and deduct 3. Thus 1-inch belting was listed at 9 cents, 2-inch at 21 cents, 3-inch at 33 cents, and so on. This was handy and everybody knew how to figure it. To abolish this price-list is like knocking the spelling book and multiplication table out of the public school. So when a meeting of the belt manufacturers in New York,

The hides used by the belting manufacturers come from the backs of domestic steers. Chicago manufacturers depend for their raw material on animals raised in Illinois and neighboring States. Of this sort of hides there is said to be a scarcity, and they sell some 10 per cent. higher than the branded. A year ago the two varieties sold at the same figure. The manufacturers of belting claimed there was no profit for them unless prices were raised to correspond with the advance in hides. Their profits have also suffered by a fall in the value of their offal. According to the leather belting people, therefore, it is the producer—the farmer—that reaps most from the advance in leather belting ordered for October 1.—Chicago Tribune.

The Page Belting Co., of Concord, N. H., whose advertisement appears in this paper, is one of the parties who adhere to the old list.

Screw Cutting Engine Lathe.

This cut represents a 12-foot bed, 32-inch

Seeking Information About Canneries.

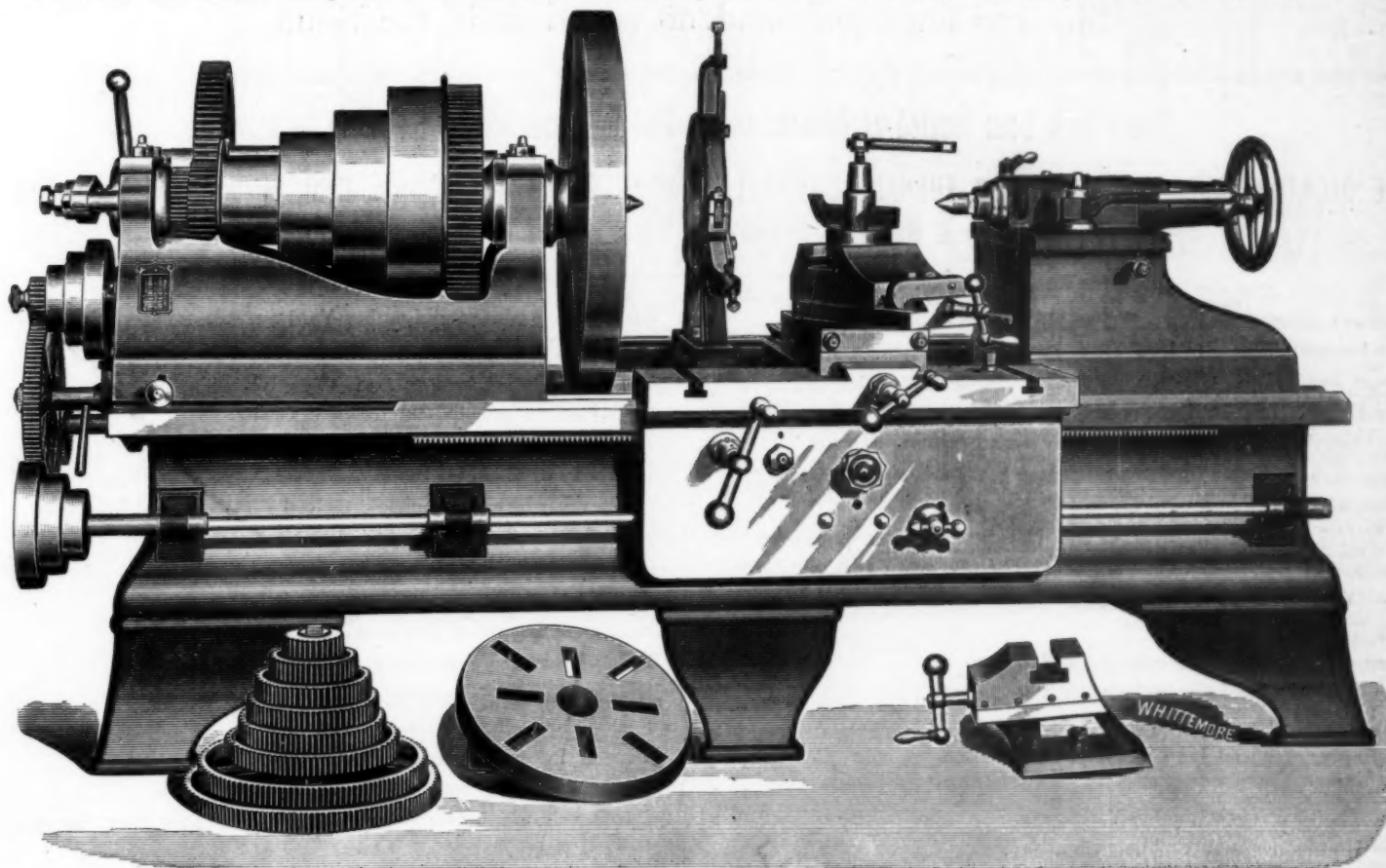
MONTGOMERY, ALA., Nov. 25, 1887.

Editor Manufacturers' Record:

Since reading your editorial on canning factories in the MANUFACTURERS' RECORD of November 12th, I have become very much interested in that industry and desire to get all the information possible. Will you kindly put me in the way of so doing? I desire the address of some one who is engaged in the business; also the address of manufacturers of cans, canning machinery, &c.

FRANK M. HAUSER,
424 Bell Street.

[The Niagara Stamping & Tool Co., of Buffalo, N. Y., and Messrs. G. A. Crosby & Co., of Chicago, can furnish information as to canning machinery, &c. Regarding the name of some one engaged in the business, there are 75 to 100 canning houses in Baltimore, but probably B. C. Moo-



SCREW CUTTING ENGINE LATHE.

ore pockets, etc. It also has a first-class washer, mining village, etc. These being the facts you may well ask why this very valuable property was sold for such a small sum when it is intrinsically worth from \$150,000 to \$200,000, and properly managed can be made to pay a handsome per cent. on such an investment.

The truth is that there was no sale, at least none that any court will confirm. But a single bid was made, and, although there were a number of Northern capitalists present, the property, as a matter of form, was knocked down to that bid. Mr. George M. Bartholomew, of Hartford, Conn., was the largest stock and bondholder of this company. His well-known failure and assignment forced this property into the hands of a receiver and to a sale. So far there has been no concert of action among the parties interested in the property, and so this sale was allowed to take the course it did. Now the bondholders will probably come together and agree as to the terms on which the property may be sold at a fair value. In the meantime the work of mining and selling ore will be continued by the receiver.

JED. HOTCHKISS.

September 27, resolved to advance prices 10 per cent. by taking so much off the discounts allowed customers, friends of the old list accepted the order quietly. But when, a few days later, they received notice that a number of the New York manufacturers had prepared a new list 10 per cent. higher than the old, on the ground that it was not feasible to figure the advance on the old basis, there were protests. The result is that the trade now have two lists. Most of the Chicago dealers have accepted the new list, though a few still hold that it will confuse their customers more to change list than to change their discounts. It makes no difference to the consumer which list is used; if he buys on the new basis he will get the old discount; if on the new old basis, instead of getting, say, 50 and 10 and 5 per cent. off, he will only get 50 and 5.

The advance is said not to result from any combination, but from the increase in the cost of raw material. Not all hides are suitable for belting. Branded steers, for example, such as are raised in Texas and the territories, do not yield suitable hides, the brand having spoiled the valuable part.

swing screw cutting engine lathe with compound power cross feed rest manufactured by the well-known Lathe & Morse Tool Co., of Worcester, Mass., which was established in 1845. The spindles are made of the best crucible cast steel. The live spindle bearing is 7 1/4 inches long by 4 inches in diameter, and runs with a 4-inch belt over large cones, which make a stiff, stout running tool. It takes in 7 feet between centers, and weighs 6,500 pounds. The manufacturers say: "It is, in fact, a first-class tool in all particulars, and will do good work and plenty of it, and is a machine that the makers can fully guarantee." For further information in regard to this lathe or other tools manufactured by this company address them or their Southern agents, T. K. Carey & Co., Baltimore, Md.

ADVERTISERS wishing to reach the manufacturers of all classes, mining companies, steel, iron and hardware dealers of the entire South, cannot find a better medium than the MANUFACTURERS' RECORD.

maw & Co., of Cloverdale, Va., can best give the information desired, as that is a "country" canning house that has been so remarkably successful as to have created a new industry in Southwest Virginia and led to the establishment of over a dozen other canneries in its neighborhood, while arrangements are being made for establishing five or six more.—ED.]

MR. HINTON A. HELPER, the general Southern agent and special correspondent of the Baltimore MANUFACTURERS' RECORD, the industrial journal that has done so much to upbuild and draw attention to the South, has just completed a magnificent business article on Birmingham for his journal, which has been read and approved in the highest degree of praise by some of our leading men. Mr. Helper has bestowed great pains on the article and has collected some vital statistics never before published.—Birmingham (Ala.) Age.

DECATUR, ALA.

Offers outside investors better inducements to locate than any other

 CITY IN THE SOUTH. 

AS A CITY OF

Mammoth MANUFACTURING Enterprises,

She has few equals and no superiors in the South.

There have been located at Decatur in the last four months the following Industries :

THE DECATUR LAND, IMPROVEMENT & FURNACE COMPANY. Has 50,000 ACRES of Iron, Coal, Mineral and Timber LANDS
The Louisville & Nashville Railway Car Works. Cost of Buildings, \$300,000.

Charcoal Company's plant, costing \$120,000.
A seventy-ton Charcoal Iron Furnace, costing \$190,000.
A one hundred-ton Blast Iron Furnace, costing \$225,000.
The Decatur Iron Bridge Construction Company; cost of plant, \$100,000.
The American Oak Extract Company's plant, costing \$60,000.
Ivens & Sons Steam Boiler and Engine Works, costing \$100,000.
Morse Cotton Compress plant, costing \$60,000.
Decatur Lumber Company, Saw and Planing Mills, costing \$50,000.
Berthard & Co., Sash, Door and Blind Factory, cost \$15,000.
The Decatur Street Railway Company.
The Telephone Company.
Brush Electric Light Company, cost \$10,000.
The Ironton Wheelbarrow Company, cost \$25,000.
Howland & Co's Water Works System, costing \$200,000.
Bleymeyer Artificial Ice Company, cost \$10,000.
Four Mammoth Brickyards.
Jones, Poley & Co's Lumber Yards.
The Hoosier Mills & Building Company.
The Gate City Sash & Door Company.

Arantz Bro's Mills and Lumber Yards.
Grant & Co's Furniture Factory.
Southern Lumber Company.
H. S. Freeman's Mills and Lumber Yards.
The Alabama Farmer's Friend Fence Machine Company.
The Decatur Artificial Stone Company.
Decatur Chain and Architectural Iron Works, capital \$100,000.
Natural Gas Company, capital \$200,000.
First National Bank, capital \$100,000.
The Exchange Bank of Decatur, capital \$100,000.
Merchants' Insurance Company, capital \$100,000.
Decatur Building Association, capital \$300,000.
Decatur Building Company, capital \$1,000,000.
Buchheit's Bottling Works.
Decatur Printing Company.
Two daily papers, three weekly papers.
Two hotels are building—one \$60,000, one \$300,000; the largest in the South.
Grand Opera House, \$100,000.

THERE ARE OTHER

Mammoth Enterprises

Locating here, and contracts are being made with some of the most extensive industries in the United States.

Decatur is the Healthiest city in Alabama, the death rate among whites for 1886 being only 11 in 1,000.

Decatur Land, Improvement & Furnace Company.

E. C. GORDON, President. H. G. BOND, Vice-Prest. and Gen. Manager. W. E. FOREST, Secretary.

This Company has been pre-eminently successful in promoting the interests of the city of Decatur.

CORRESPONDENCE SOLICITED WITH PARTIES SEEKING LOCATIONS.

ALABAMA'S GREAT MINERAL WEALTH

SURROUNDS THE

★ CITY OF TALLADEGA, ★

Which, according to statistics, is the **MOST HEALTHFUL CITY IN ALABAMA**, and the County Seat of Talladega County.

THE CITY HAS A POPULATION OF 5,000, AND ITS POPULATION IS RAPIDLY INCREASING.

TALLADEGA is on the main line of the E. T. V. & G. Railroad, the A. & A. Railroad, and is the present terminus of the T. & C. Railroad. Work is rapidly progressing on the Birmingham & Savannah Air Line Road, between Birmingham and Savannah, and within twelve months this road will be completed via Talladega from Birmingham to Savannah, which will place Talladega on the direct line from Birmingham to deep water on the Atlantic, making

TALLADEGA ONE OF THE BEST DISTRIBUTING POINTS IN THE STATE.

THE CITY HAS

AN EXCELLENT SYSTEM OF COMMON GRADED SCHOOLS,

With a scholastic population of 500, and **THE MOST COMMODIOUS AND ATTRACTIVE PUBLIC SCHOOL BUILDING IN THE STATE.** The main building is a three-story brick, slate roof structure, well ventilated, heated by steam; has accommodations and seating capacity for 500 pupils. This school is owned and sustained by the city. All branches of English literature, foreign languages, music, the sciences and art, are taught for a nominal tuition. Among other educational institutions are the following:

SYNODICAL FEMALE INSTITUTE, Property valued at \$50,000.

D. D. & B. INSTITUTE, Property valued at \$150,000.

BLIND INSTITUTE, (in course of construction,) property valued at \$150,000.

FOSTER COLLEGE, property valued at \$150,000.

No other city in Alabama has so many educational institutions and so many public buildings.

← TALLADEGA HAS THE MOST COMPLETE SYSTEM OF WATER WORKS IN THE STATE. →

The stand pipe has a capacity of 175,000 gallons, and into this reservoir a supply of fresh, clear, pure water is pumped every day from a large spring located in the heart of the city, which discharges over 2,000,000 gallons per day. The gravity pressure from this system is 90 pounds to the square inch in the business portion of the city. The city has broad streets, well macadamized and shaded with beautiful trees, and is well lighted with a **SUPERIOR QUALITY OF GAS.** Sixty fire plugs and forty gas lamps protect against fire and illuminate the streets.

A LARGE FURNACE PLANT gives employment to thousands of hands, and makes a high grade of chilled car-wheel iron from ores, limestone and coal within ten minutes haul by rail, or an hour's haul by wagon. **FOUR LARGE LUMBER MILLS**, with an aggregate daily capacity of 200,000 feet of lumber, cut from the long-leaved yellow Pine of this country. **FOUR BRICK YARDS** are in active operation. A SASH, DOOR and BLIND FACTORY, a FOUNDRY, MACHINE SHOP, FLOUR MILL, COTTON-SEED OIL MILL, and various other industries are in successful operation, and the TALLADEGA ICE CO. cools the thrifty population with pure ice at 50 cents per hundred. Another large furnace plant will be completed within the next ten months. A Spoke and Handle Factory and many other industries are projected, with a view to early completion.

Taxable property has increased 100 per cent. within the past twelve months. The rate of taxation is limited in the city charter to half of one per cent., and the city offers an exemption from taxation to all manufacturing enterprises for a period of ten years. The county of Talladega supplies more crude material, in the way of minerals and timber, than any other county in the State. Almost within the corporate limits of the city are extensive deposits of the highest grades of limonite ores, yielding 50 to 58 per cent. metallic iron, with only a trace of phosphorus, and limestone abounds in the greatest abundance. Coal is within twenty miles by rail.

THE TALLADEGA LAND & IMPROVEMENT CO. owns 5,000 lots suitable for residences, business and manufacturing, in and adjacent to the city. Lots are donated to manufacturing enterprises, and liberal inducements offered to actual settlers. **SPRING LAKE PARK** is owned by this company, and it is being made the most attractive resort in the State. The lake covers an area of seven acres, and is a beautiful sheet of clear spring water. Parties seeking a healthy climate, free from malaria and epidemics, and a prosperous city, are invited to visit Talladega. Address for maps, etc.

The Talladega Land & Improvement Co., ⇄ Talladega, Ala.

ATHENS, East Tennessee

THE COMING

→ Iron and Manufacturing City of the South. ←

Athens is the county seat of one of the most fertile counties in East Tennessee. The health of the city is unsurpassed, and is **ABSOLUTELY FREE FROM ALL MALARIAL OR EPIDEMIC DISEASES**. The surrounding scenery is very fine. From the main avenue the whole valley of East Tennessee can be seen, from the Cumberland Mountains on the west to the Great Smoky Mountains on the east; some of the tallest peaks east of the Rockies being in full view. **FINE MINERAL SPRINGS** are adjacent and are popular summer resorts. The society of Athens is excellent. A cordial welcome is extended to all law-abiding people locating in the town. The **EDUCATIONAL FACILITIES** are good. Beside public and preparatory schools, Athens is the seat of **THE GRANT MEMORIAL UNIVERSITY**, which has an enrollment of over 300, and whose graduates include some of the most distinguished citizens in the country. Among the industries and institutions of the place in active operation are:

THE ATHENS BUILDING & LOAN ASSOCIATION, \$250,000. **THE ATHENS WOOLEN MILLS, \$100,000.**

THE FIRST NATIONAL BANK, \$50,000.—To be increased at once.

FOUNDRY & MACHINE SHOPS, \$25,000.

FURNITURE WORKS, \$15,000.

FLOURING MILLS, \$20,000, etc.

500 men are now at work on the new railroad from Athens to the

RICHEST IRON FIELDS IN THE SOUTH.

JUST EAST OF THE TOWN.

Only eight miles from Athens are **VEINS OF RED FOSSILIFEROUS ORE 11½ FEET THICK**, and 4 to 12 miles beyond are **THE LARGEST DEPOSITS OF BROWN ORES IN THE SOUTH**. The ores of both varieties, in addition to being inexhaustible, are both superior in quality to any ores of either variety at present mined in the South. An assertion that can be sustained. Coke can now be obtained at the lowest prices, and in addition a new railroad is now projected to the Cumberland Coal Fields, only 22 miles distant. These roads will give Athens **UNSURPASSED SHIPPING FACILITIES**. The road under construction will penetrate large deposits of Tennessee Variegated Marble; also an Unopened Timbered Region, and will develop the

Largest Colored Slate Deposits in the United States.

These quarries are now being opened, and are pronounced by experts Absolutely Inexhaustible, and equal in quality to the finest Vermont Colored Slate.

The ATHENS MINING & MANUFACTURING CO.

Have alone just contracted for the erection of over

\$500,000 IN NEW MANUFACTURING ENTERPRISES

At Athens, including a 100-ton Blast Furnace, cost \$200,000; Cotton Mills, cost \$150,000; Furniture Works, employing 200 men, cost \$100,000; Hotel, cost \$60,000; Water Works, Street Car Lines, &c. These improvements have been commenced which, added to other improvements projected, will add

\$1,000,000 OF NEW MANUFACTURING ENTERPRISES TO ATHENS.

The company desire to open correspondence with parties desiring to locate, and will extend liberal inducements in addition to gifts of sites in order to induce New Manufacturing Enterprises to locate in Athens. City property is doubling in value every few months, and at present low prices is beyond question a very fine investment.

The Athens Mining & Manufacturing Company,

R. L. BRIGHT, President.

R. J. FISHER, Secy. and Genl. Manager.

Cotton Seed Oil Machinery.

BUCKEYE IRON & BRASS WORKS,

Hydraulic Engineers,

Dayton, Ohio, U. S. A.

Side Bars.
Jump Seats.

BUGGIES.

Phaetons.
Spring Wagons.

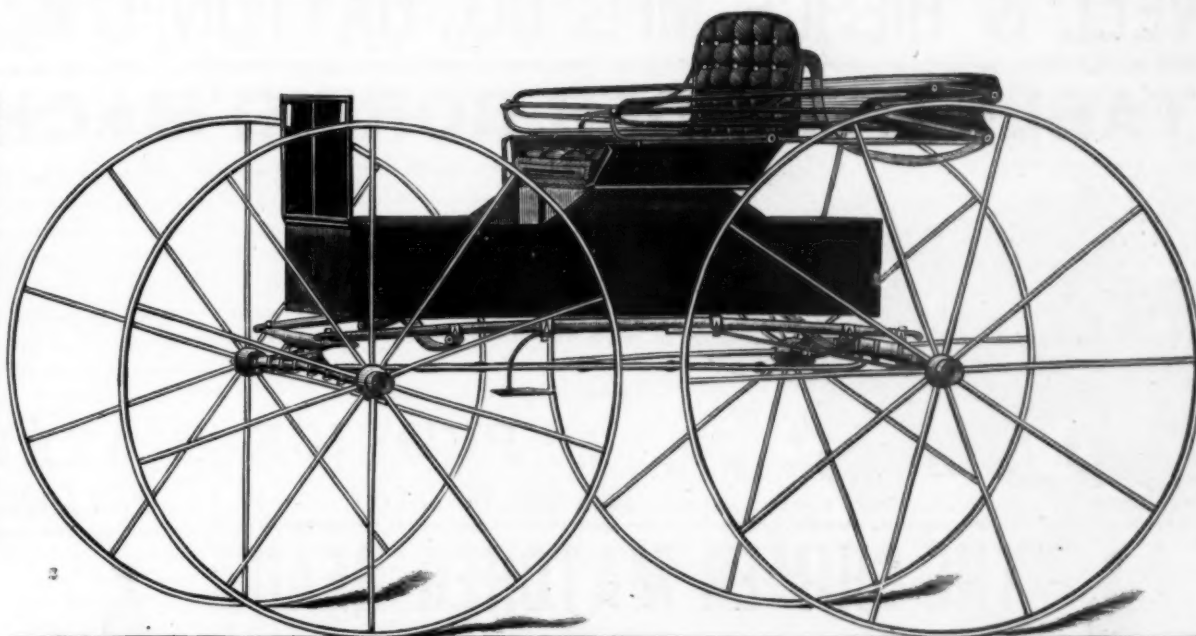
J. F. BYRNE, PRESIDENT.

JAS. SHELTON, TREASURER.

J. WERNING, SECRETARY.

ENTERPRISE CARRIAGE MFG. CO. 42 to 80 East Court Street,
CINCINNATI, OHIO.

LARGE ASSORTMENT. FULL LINE.
Best Work in the United States for the Money
CAPACITY 600 BUGGIES PER WEEK.



We want a Country Merchant or Dealer
to act as our Agent in every County
in the United States.

Special Inducements to Dealers Buying Car-Load Lots.

WRITE FOR TERMS AND FULL PARTICULARS. ILLUSTRATED CATALOGUE.

PORTABLE and STATIONARY ENGINES and BOILERS.

Hunt Dogs Clamp Both Upper and Under
Side of Log.

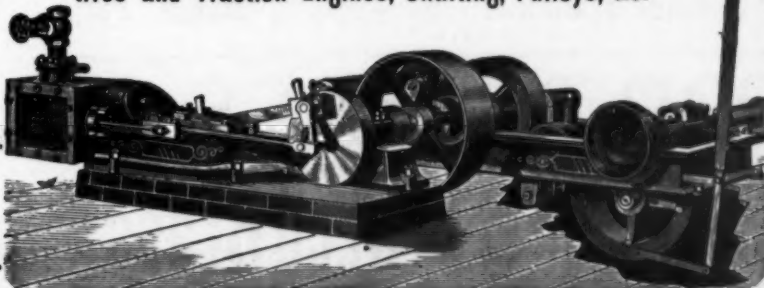
FIVE SIZES BELT MILLS.

Four Sizes Direct Attachment Saw Mills.

THREE STYLES

First Class Sets.

Spoke and Handle Lathes, Cowles' Patent Pole Road Locomotives and Traction Engines, Shafting, Pulleys, &c.



DIRECT ATTACHMENT
SAW MILLS
Are No Experiment.

Mills built at this shop twenty years ago are running to-day, and we can furnish numerous testimonials proving that for the manufacture of lumber on a moderate scale, they are unequalled by any belt mill made. Our carriages are all iron except the feed rack bars. We give our customers their choice of Three First Class Sets. The Hunt Dog clamps both upper and under side of log. All of our mills have Log Turners, Sawdust Elevators, Log and Lumber Cars, Cant Hooks, Wrenches, Etc. We give more for the money than any concern in the country.

SEND FOR ILLUSTRATED CATALOGUE

Spangenberg, Pendleton and Company, WARREN, OHIO.

WOOD WORKING FOR ALL BRANCHES **WOOD CUTTING MACHINERY**



THE BENTEL & MARGEDANT CO., HAMILTON, O., U.S.A.

Stilwell's Patent
HEATER AND FILTER Combined.

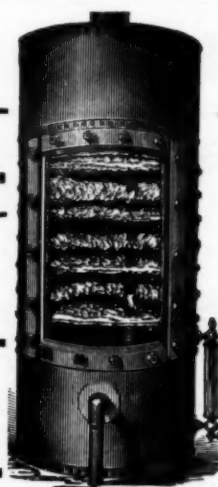
The Only Lime Extracting Heater That Will Prevent Scale in Steam Boilers.

Removing all impurities from the water before it enters the boiler.

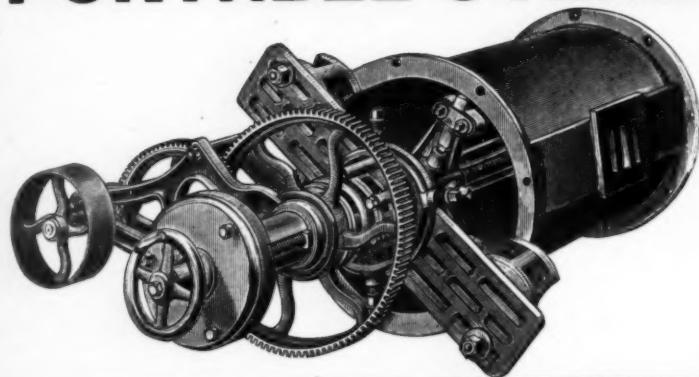
Thoroughly Tested. Over 3,000 of Them in Daily Use.

This cut is a facsimile of the appearance of a No. 5 Heater at work on ordinary lime water, when the door was removed after the Heater had been running two weeks. Illustrated Catalogue Free.

STILWELL & BIERCE MFG. CO., DAYTON, O.



PORTABLE CYLINDER BORING MACHINE



This machine is designed for re-boring in present positions all makes and sizes of steam engine cylinders, pumps, steam hammers, blowing engines, air compressors, mining and hoisting engines, corliss valves, hydraulic and steam hoists, heavy housings, large wheels, etc. It will bore with one or both cylinder heads off, either vertical, horizontal, or inclined on the engine bed, or laying on the ground. It is so constructed that the piece being bored serves as the bed or support of the bar. It is only necessary to take off the cylinder head and remove piston, when the cylinder can rapidly and accurately be bored out. This saves breaking the steam joints, bolts, etc., and often cylinder can be re-bored in less time than it would take to remove cylinder from its bed.

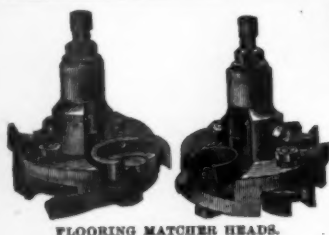
PEDRICK & AYER,

1025 HAMILTON STREET, - - - PHILADELPHIA, PA.

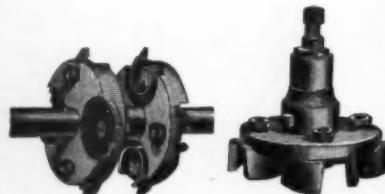
THE SHIMER MATCHER HEADS

The Cheapest! The Strongest! The Most Durable!

AND YET THE LIGHTEST AND EASIEST RUNNING MATCHER HEADS IN THE WORLD. UPWARD OF 25,000 SOLD.

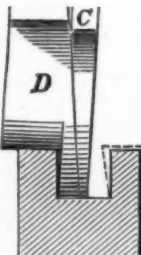


FLOORING MATCHER HEADS.



BOX BOARD MATCHER HEADS. JOINTER HEAD.

The Bits are arranged in upper and lower series, and secured to a Head having seats alternately inclined for the purpose of giving the side clearance to their cutting points. This explains why these Bits hold their shape and turn out standard work until used up; the entire circle of Bit being tool cutting edge. This diagram represents a Bit (D) in the position it occupies when making a cut; the Bit (C) which follows to complete the work, is given in outline.

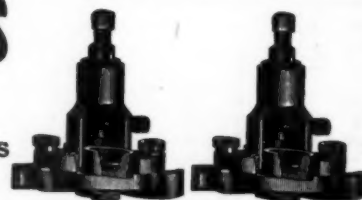


Samuel J. Shimer,

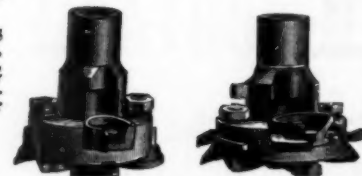
This explains the division of cut and the easy working of the tool. They finish hard, cross-grained and knotty lumber neatly, showing clean cut edges, and often save their cost in one day's run.

We also make SHIP-LAP HEADS JOINTER HEADS DADO HEADS, SASH HEADS, DOOR HEADS, COPE HEADS, and Heads for any special work where a perfectly uniform pattern is required. Send for Descriptive Circular.

Milton, Penn.



SHIP-LAP HEADS.



DOOR HEAD.

SASH HEAD.

BRIDGEPORT BRASS CO., 19 Murray Street, NEW YORK

— MANUFACTURERS OF —

Sheet Brass, Seamless & Brazed Brass AND Copper Tubing

BRASS and COPPER WIRE, and RODS,

Gas and Kerosene Burners and Trimmings. The Celebrated Leader Burner a Specialty.

ELECTRIC COPPER WIRES, Plain and Covered. Particular Attention given to Cutting Blanks and Metals to Order.

TRADE NOTES.

THE Atlanta Saw Works have issued a handsome photograph of their splendid display of saws made at the Piedmont Exposition. Their exhibit, as we stated recently, secured the first prize for the best display of saws.

AN illustrated catalogue and price-list of tinnern's machines and tools and machinery for working sheet metal, &c., has been issued by the Niagara Stamping & Tool Co., of Buffalo, N. Y. This catalogue contains 130 pages and is filled with many illustrations of an immense variety of tools and machines to meet all the requirements of tinnerns. It will prove of much interest to tinnerns, who will find in its pages descriptions of many tools that will be valuable to them.

THE Taylor Manufacturing Co., of Chambersburg, Pa., have recently booked orders for the following Beck horizontal automatic engines for electric light and general service: An 18½x24 engine, 227 horse-power, for the Thomson-Houston station at Augusta, Ga.; a 11½x15 engine, 85 horse-power, to the Wissahickon Electric Light Co., Philadelphia, Pa.; a 10½x12 engine, 67 horse-power, to the Honesdale Electric Light Co., Honesdale, Pa.; a 9½x12 engine, 57 horse-power, for the Keamey (Neb.) State Industrial School; a 10½x12 engine, 67 horse-power, to the Sturgis (Mich.) Gas & Electric Light Co.; a 16x24 engine, 156 horse-power, to Gregory & Co., California, and a 7x8 engine, 20 horse-power, for Jones & Laughlin, Pittsburgh, Pa.

WE beg to call the attention of our readers to the McShane Bell Foundry, of Baltimore, Md. There is no concern in the country that is more reliable in their business transactions; always courteous and obliging, willing to give every customer full justice, and full value for the money; furnishing the finest grade and best quality of bells, they deserve full recognition and a full share of the trade of our people. There are no bells in the market that are superior to those they manufacture, and this is evidenced by the fact that the demand for McShane bells has gradually grown and increased year after year, and is apparently getting heavier every month. During 1886 they furnished 876 bells to churches and for other purposes; and from January 1st to September 15th they have shipped away 615 bells, indicating a total for 1887 of 920 bells. Our people will do well to write this firm for prices and terms when in want of bells.

WE call attention to the advertisement of Kerr Murray Manufacturing Co., of Fort Wayne, Ind., which appears in this issue of the MANUFACTURERS' RECORD. The Kerr Murray company is one of the largest, if not the largest, concern making a specialty of planning and building new gas works, and rebuilding and refitting old plants. Among Southern cities having gas works built by this company are Birmingham, Ala.; Eufaula, Ala.; Grafton, W. Va.; Key West, Fla.; Louisville, Ky.; Waco, Texas; Wheeling, W. Va.; Dallas, Texas; El Paso, Texas; Mobile, Ala., and Pine Bluff, Ark. They are now completing the rebuilding and refitting of the old gas works at Birmingham and Chattanooga, and have also contracted for considerable work at Memphis, Tenn. Plans and drawing will be furnished and lowest estimates given by this company at short notice. Communications should be addressed to A. D. Cressler, general manager, Fort Wayne, Ind.

Philadelphia Trade Notes.

THE BARR PUMP CO.—The buildings of the Barr Pumping Engine Company at Germantown Junction have been completed, and preparations are being hurried forward for the manufacture of their device. The

machine shop is 50x100 feet, and is three stories in height. On the first floor is a 40 horse-power engine and a 60 horse-power boiler. The shop is equipped with a number of large special tools, constructed especially for the work. The second floor will be devoted to the manufacture of small pumps, and is well stocked with special tools, etc. The third floor is given up to pattern making and light machine tools. A system of jigs and gauges is in process of making, by which every part of a pump will be made so as to interchange with any other pump of the same size, and in several varieties. These special tools and fixtures are being prepared at great cost in order to secure exact uniformity in manufacture and the ability to promptly furnish parts that may be required by their customers in the event of accident or as the result of wear. The machine shop is a model in the way of lighting, heating, ventilation and sanitary appliances. The foundry adjoins the machine shop, having a molding floor 50x100 feet, and is furnished with wrought iron cranes operated either by power or by hand as may be desired. An addition between the foundry and the railroad, extending the whole length of the foundry is built of brick and contains the coke ovens, foundry engine and blower, cupola room and storage rooms for sand, coke and other materials. An artesian well sunk on the premises furnishes an inexhaustible supply of pure water, which was obtained after drilling through more than ninety feet of rock. The water is pumped to a large tank on top of the building and distributed through a series of pipes fitted with automatic sprinklers and hose connections for the water closets on each floor into the foundry and other portions of the premises. The location of the shops on the line of the Pennsylvania Railroad, with which they have switch connection, is made still further desirable by being connected with the Reading Railroad, giving them the two most important railway connections in Pennsylvania, thus affording unusual receiving and shipping facilities. The ground has a frontage on the Pennsylvania Railroad of 370 feet, and contains room enough for the erection of buildings to accommodate a thousand men, with ample yard room for storage. The company are not now in the market with their pumps, but expect to be early in the year. It is their intention not to hurry their goods upon the market, but to make the first lot of pumps with the special tools and jigs that will be used in filling subsequent orders. The officers of the company are: George Burnham, president; William M. Barr, vice-president and manager, and George Burnham, Jr., secretary and treasurer.

THE Pennsylvania Pipe Manufacturing Co. have almost completed their first year of existence and are well pleased with the progress made. They are engaged in the manufacture of the Phipps hydraulic pipe, which is formed of pure cement and the best quality of wrought iron, and embraces many points of merit. The works are located at Germantown Junction. The officers of the company are: Edwin T. Partridge, president; Francis Rawle, vice-president; William S. Perot, secretary and treasurer, and J. S. Keen, Jr., general manager.

GOODSELL & WATERS are sending out a large number of their Keystone flooring machines to the South and West. One of the latest shipments was to the Trainor & Wire Lumber Co., of Manchester, N. C. The endless bed planer and jointer called "the Philadelphia" is meeting with great favor. At present the firm is engaged in designing several large, heavy planers which will be placed on the market at an early day.

NEWKIRK, RITCHIE & BELLS, manufacturers of hardware specialties, at No. 3015 Chestnut street, did more business during October than in any other month of the year.

L. POWER & Co. have recently shipped wood-working machinery to D. C. Larisier, of Norfolk, Va.; the Hydraulic Press Co., of Mt. Gilead, Ohio, and the Fairfield Furnace Co., of Fairfield, Me.

The Exchange Hotel.

One of the greatest innovations to be noticed in Montgomery, Ala., commensurate with the progress of the times, is the Exchange Hotel, now managed and controlled by D. P. West, and assisted by Mr. John Kilduff. The traveler of the present day looks for comfort and convenience as well as a table to tempt the palate, and in this respect the Exchange stands out in bold prominence as one of the most complete in the South, both in equipment and in service. The tourist and the commercial traveler will find the Exchange a hospitable abiding place, and it must be said with due credit that it is one of the few hostels in the South where you find the laws of hygiene and sanitation duly observed. In this respect it has but few equals. The water served at the hotel is purely artesian and free from all foreign substances as one generally finds in the hotels in the South, where that attention is not given to the drinking water. The table is par excellence, and is up with the season in all the choice viands. But perhaps the greatest card of attraction with the Exchange is the convenient way of living. Here one can live on the European plan or a la American. The newly arranged mode and manner of the restaurant in connection with the hotel is both a sensible and welcomed arrangement, fully appreciated by the traveling public. And in this particular Mr. West has caught the popular taste as is attested by the uniform manner in which his handsome restaurant is patronized. In no portion of the South, and certainly not in Alabama, will the traveler find more agreeable and pleasant accommodations than at the old Exchange with its newly appointed effects and arrangements. It is really refreshing to observe that attention to the laws of life with which the Exchange may well boast. To the tourist and pleasure-seeker the advice to go to the Exchange if you desire comfort, ease and convenience is well given. On its wide and roomy verandahs one obtains a magnificent view of the city and the surroundings, and seated upon its balconies you will see the Southern life depicted and exemplified as you will see it in no other portion of the South. The Exchange is par excellence the hotel of Montgomery.

Important.

When visiting New York city, save baggage express and carriage hire, and stop at the Grand Union Hotel, opposite Grand Central Depot.

600 handsomely furnished rooms at \$1 and upwards per day. European plan. Elevators and all modern conveniences. Restaurants supplied with the best. Horse cars, stages and elevated railroads to all depots. You can live better for less money at the Grand Union Hotel than any other first-class hotel in the city.

No hotel keeps up its standard and good name better than the American House, Boston, and it is noted all over the country for its superior accommodations and most excellent management.

THE BEST.—First-class accommodations at Palace Hotel, Cincinnati, \$2 and \$2.50 per day. Elegant rooms, fine table and all conveniences.

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Literary Notes.

CAPT. CHARLES KING contributes to the December number of Lippincott's Magazine another of his very popular military stories, "From the Ranks." The plot is more than usually stirring and complicated, and the style has all the brilliancy and dash of this author's best work. Albion W. Tourgee, with "Professor Cadmus' Great Case," begins a series of stories of mystery, complication and detective ingenuity, under the general heading of "With Gauge & Swallow," each of which will be complete in itself, though all revolve around a common center of interest. Lucy C. Lillie's "Jenny Lind-Goldschmidt" is more than a mere biographical sketch, as it includes personal reminiscences of a famous woman whose prejudice against Americans, owing to the fact that unfriendly statements had been circulated about her husband in the American press, closed her doors against all but a few people of that nationality. The poems are contributed by Bessie Chandler, Ella Wheeler-Wilcox, Charlotte Fiske Bates, Rose Hawthorne Lathrop and Mary B. Dodge.

IN view of the importance into which the mining industry has recently grown, especially in certain of the Southern States, there is a desire on the part of those interested to learn the methods and improvements that are taking place in other great centers to facilitate and economize the labor. This is clearly shown in a work published by E. & F. N. Spon, London and New York, entitled "A Practical Treatise on Coal Mining," by George G. Andre, F. G. S., Assoc. Inst. C. E., Mining Engineer. This work touches every point in practical geology, the origin, classification, structure, texture and hardness of rocks associated with coal and the composition of coal seams, analysis and calorific power of coal, uses of the different kinds of composition, value, sinking of shafts, driving of levels, ventilation and pumping. It gives the characteristics of all the coal fields in Great Britain and America. In short, it covers the whole subject of recent practice, and is now published at such a low price as to bring it within the reach of all who desire a general knowledge of the subject.

THE Popular Science Monthly for December contains: Inventions at Panama, by Stuart F. Weld, (illustrated); Science and Practical Life, by Prof. T. H. Huxley; Changes in the Relative Values of the Precious Metals—Economic Disturbance Series, No. VI, by Hon. David A. Wells, LL.D., D. C. L.; American Cinque-Foils, by Grant Allen; The Rise of the Granger Movement, by Charles W. Pierson; The Boyhood of Darwin, by himself; Thought and Language, by Daniel Greenleaf Thompson; The Metals of Ancient Chaldea, by M. P. E. Berthelot; Our Forestry Problem, by B. E. Fernow; The Dangers of Receiverships, by H. W. Bartol; A Great Lesson, by the Duke of Argyll; The Color of Words, by N. E. Newell; Sketch of John Jacob Baeyer, by J. H. Gore, (with portrait); Correspondence; Editor's Table—An Alleged Argument against Evolution—Truth and its Pursuit; Literary Notices; Popular Miscellany, and Notes.

GEORGE KENNAN'S second paper on the present condition of Russia will appear in the December Century, and is entitled "Prison Life of the Russian Revolutionists." In this paper Mr. Kennan explains with great detail the methods of the Russian government in the matter of the arrest and imprisonment of the revolutionists. After giving incidents of the most heartrending character, Mr. Kennan says: "It is not my purpose, in setting forth this and other similar facts, to justify the policy of the 'terrorists,' nor to approve even by implication the resort to murder as a means of tempering despotism; but it is my purpose to explain, so far as I can, certain morbid social phenomena."

THE Christmas number of Scribner's Magazine is especially notable for its wealth of imaginative literature, both in prose fiction and narrative verse. There is a marked individuality, vigor, sincerity and beauty shown in the stories and poems, which have been enriched with an unusual number of illustrations, every one of which has been made from an original drawing by a skillful artist. These have been reproduced by expert wood engravers. The result is that what is best in literature and art is represented in this number, which fittingly concludes the first year of a wonderfully successful magazine.

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The factories of Messrs. Raphael Tuck & Sons at Leipzig employ an army of more than three hundred experienced designers, lithographers and transferers. Besides this they have their own paper and card board mills, where are prepared the materials for their art printing. Altogether the firm employs more than one thousand people in their printing, cutting, embellishing, finishing, packing and shipping departments. They send their publications all over the world. These consist of large and handsome oleographs for framing purposes, artistic studies for painting and drawing, circular and shell plaques, wall pockets, &c., for wall, mantel and cabinet decoration; Christmas and New Year cards, and a thousand and one artistic notions designed to beautify the homes of those who have learned to appreciate the beautiful. Messrs. Raphael Tuck & Sons may truly claim to have done more to render art popular than any other publishers in the world. They have reproduced and sold at popular prices all the paintings in the world-famous Berlin gallery, and the works of some of the eminent foreign and American artists. In Christmas and New Year cards alone Messrs. Tuck & Sons annually print more than 2,000 designs. Among their latest novelties is an exquisite line of Porcelain Studies of superior quality and thickness and bevelled, and each enclosed in a wooden safety box, guarding it against risk of breakage in transmission through the mail. All the designs are by well-known artists, and the best that has been thus far brought out is the portrait of Mrs. President Cleveland, generally acknowledged to be the best picture of her extant.

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The Editor, MARY MAPES DODGE, author of "Hans Brinker; or, The Silver Skates," and other popular books for young folks,—and for grown-up folks too,—has a remarkable faculty for knowing and entertaining children. Under her skillful leadership, ST. NICHOLAS brings to thousands of homes on both sides of the water knowledge and delight.

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The Coming Year of St. Nicholas.

The fifteenth year begins with the number for November, 1887, and the publishers can announce: Serial and Short Stories by Mrs. Frances Hodgson Burnett, Frank R. Stockton, H. H. Boyesen, Joel Chandler Harris, J. T. Trowbridge, Col. Richard M. Johnston, Louisa M. Alcott, Professor Alfred Church, William H. Rideing, Washington Gladden, Harriet Prescott Spofford, Amelia E. Barr, Frances Courtenay Baylor, Harriet Upton and many others. Edmund Alton will write a series of papers on "The Routine of the Public,"—how the President works at the White House, and how the affairs of the Treasury, the State and War Departments, etc., are conducted; Joseph O'Brien, a well known Australian journalist, will describe "The Great Island Continent"; Elizabeth Robbins Pennell will tell of "London Christmas Pastimes" ("Alice in Wonderland," etc.); John Burroughs will write "Meadow and Woodland Talks with Young Folk," etc., etc. Mrs. Burnett's short serial will be, the editor says, a worthy successor to her famous "Little Lord Fauntleroy," which appeared in ST. NICHOLAS.

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Lincoln in the War,

the writers now enter on the more important part of their narrative, viz: the early years of the War and President Lincoln's part therein.

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A Novel by Eggleston

with illustrations will run through the year. Shorter novels will follow by Cable and Stockton. Shorter fictions will appear every month.

Miscellaneous Features

will comprise several illustrated articles on Ireland, by Charles De Kay; papers touching the field of the Sunday-School Lessons, illustrated by E. L. Wilson; wild Western life, by Theodore Roosevelt; the English Cathedral, by Mrs. van Ken-slaer, with illustrations by Pennell; Dr. Buckley's valuable papers on Dreams, Spiritualism and Clairvoyance; essays in criticism, art, travel and biography; poems, cartoons, etc.

By a special offer the numbers for the past year (containing the Lincoln history) may be secured with the year's subscription from November, 1887, twenty-four issues in all, for \$6, or, with the last year's numbers handsomely bound, \$7.50.

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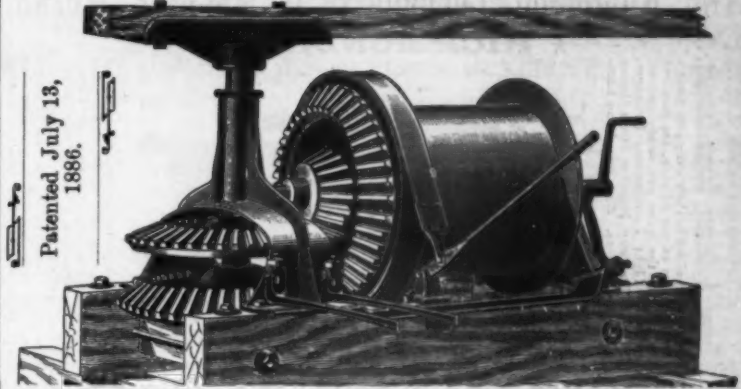
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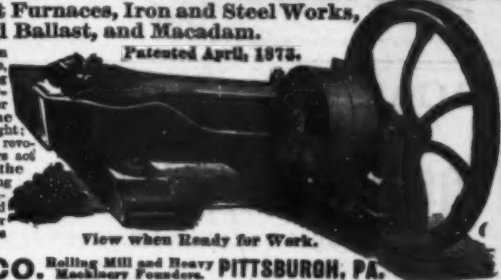
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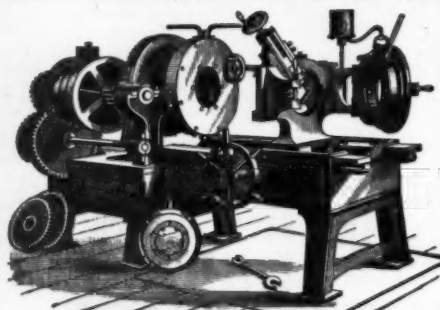
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Having added to their extensive plant a large number of special tools, are prepared to construct all kinds of steam engines, pumps, freight, tramway, noiseless street motors, and mine engines. Also pole road locomotives.

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SOLD ENTIRELY ON ITS MERITS.

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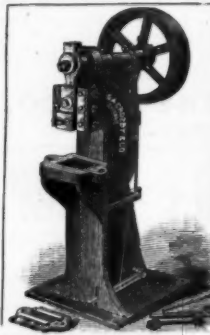
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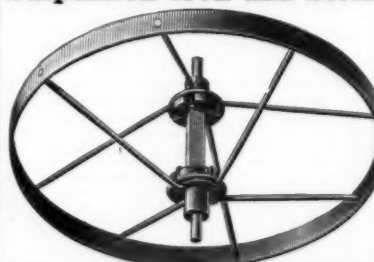
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Specialties—Fine Harness, Superior Saddle Skirting, Black and Fair Bridle.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, NOV. 30, 1887.

[illegible]

At the last meeting of the rivet manufacturers prices were advanced on iron rivets. A new list was adapted, making the regular discount 50 per cent., with same extra for quantity as before. Copper rivets and burs have also advanced, owing to the high prices of copper. The present price of copper rivets and burs is 60 per cent. discount. Orders are being placed rapidly for steel goods at combination prices. An advance in price is expected. Orders are coming in remarkably well for so late in the season, and some houses are very busy and expect trade to continue good for some time. The past season has been the most satisfactory, particularly in the South, that we have had

Philadelphia Iron Market.

PHILADELPHIA, Nov. 20, 1887.

Cincinnati Iron Market Report.

Specially reported by ROGERS, BROWN & Co., Pig
Iron Commission.

The week has been about the dulllest of the last half of the year, and yet dealers have rounded up a few good orders. Some of the largest consumers have thought the time favorable for liberal purchases. The rank and file, however, persistently adhere to the rule of buying for present needs only. The scarcity of cars in the coke regions has become very aggravated, and stopped fuel supplies to many foundries. The car famine also troubles all of the iron districts, and is apparently growing worse. The abundant rains at the close of the week have broken a long and injurious drought in the central West, and the promise is good for resumption of navigation in the Ohio. Three-fourths of the buyers visited report to salesmen that they will be in the market in January. A good business is expected within the next 60 days, as all the conditions of trade seem healthy and promising. We quote for cash on cars Cincinnati:

HOT-BLAST FOUNDRY.

Ohio and Southern Strong Coke	No. 1..	50	50	51	00
"	"	"	"	"	"
"	No. 2..	19	50	50	00
"	"	"	"	"	"
"	No. 3..	18	50	19	00
Ohio Soft Stonecoal.	No. 1..	20	50	21	00

COMPASSES, DIVIDERS, &c. dis 70 1/2
Compasses dis 70 1/2
Calipers dis 70 1/2
Dividers dis 70 1/2
Cock's Pencil dis 10 1/2

COOPERS TOOLS. dis 12 1/2
Bradley's dis 12 1/2
Barton's dis 12 1/2

CROW BARS. dis 3 1/2
Cast Steel dis 3 1/2
Iron, Steel Points dis 3 1/2

CURLING IRONS, &c. dis 10 1/2
1/2, 3/4, 1 in., \$1.50, 2.00, 2.50 dis 10 1/2
Curling Tongs dis 10 1/2
Pinching Irons dis 10 1/2

CURRY COMBS. dis 10 1/2
Fitch's new list dis 10 1/2
Hotchkiss, Novelty, new list, July, 1880 dis 10 1/2
Hotchkiss, Excelsior Superior Champion dis 10 1/2
Lawrence, "Perfect" dis 10 1/2
Rubber dis 10 1/2
Sweet & Clarke dis 10 1/2
Lusters dis 10 1/2

CURTAIN PINS. dis 10 1/2
Silvered Glass dis 10 1/2
White Enamel dis 10 1/2

CUTLERY. dis 10 1/2
Association (Table) dis 10 1/2
Naughtcut Cutlery Co. dis 10 1/2
Excelsior Knife Co. dis 10 1/2
Wilson's Butcher and Shoe Knives dis 10 1/2
Ames' Shoe Knives dis 10 1/2
Wm. Rogers Mfg. Co., Plated Cutlery dis 10 1/2

DOG COLLARS. dis 10 1/2
Embossed Gilt dis 10 1/2
Leather dis 10 1/2
Brass dis 10 1/2

DOOR SPRINGS. dis 10 1/2
Torrey's Rod, regular size dis 10 1/2
Gem (Coll): List, April 19, 1880 dis 10 1/2
Standard—do per doz dis 10 1/2
8 doz dis 10 1/2
Hercules dis 10 1/2

DRAWING KNIVES. dis 10 1/2
Middlesex Mfg. Co. dis 10 1/2
Crosman's No. 1 dis 10 1/2
Nobles Mfg. Co. dis 10 1/2
Bradley's dis 10 1/2
Adjustable Handle dis 10 1/2
P. S. & W. dis 10 1/2
Douglass dis 10 1/2

DRILLS AND DRILL STOCKS. dis 10 1/2
Blacksmith's dis 10 1/2
Blacksmith's Self-Feeding dis 10 1/2
Brest, P. S. & W. dis 10 1/2
Brest, Wilson's dis 10 1/2
Brest, Millers Falls dis 10 1/2
Brest, Bartholomew's dis 10 1/2
Wilson's Drill Stocks dis 10 1/2
Automatic Boring Tools dis 10 1/2
Manner Drill Mfg. Co. — dis 10 1/2
Model Bench Drill dis 10 1/2
XXX Post Drill dis 10 1/2

EGG BEATERS. dis 10 1/2
Dover dis 10 1/2
Acme dis 10 1/2
Victoria dis 10 1/2

EMERY AND EMERY PAPER. dis 10 1/2
Regular numbers dis 10 1/2
Flour and F. F. dis 10 1/2
A. & E. Emery Paper dis 10 1/2

ENAMELED AND TINNED WARE. dis 10 1/2
Kettles dis 10 1/2
Sauce Pans dis 10 1/2
Tinned Sauce Pans dis 10 1/2
Kitchenware Pins—Brass dis 10 1/2

ESCUTCHEONS. dis 10 1/2
Door Lock dis 10 1/2
Same discounts as Door Locks dis 10 1/2
Brass Thread dis 10 1/2
Wood dis 10 1/2

FAUCETS. dis 10 1/2
Fenn's dis 10 1/2
Fenn's Cork Stops dis 10 1/2
Star dis 10 1/2
Pray's Patent Petroleum dis 10 1/2
Wray's Patent Key dis 10 1/2
Anchor Lock dis 10 1/2
Metallic Key, Leather Lined dis 10 1/2
Cork Lined dis 10 1/2
Sommer's Best Metallic Key dis 10 1/2
Sommer's Cork Lined, 1st quality dis 10 1/2

FILES. dis 10 1/2
E. M. Boynton's dis 10 1/2
Western File Co. dis 10 1/2
Butcher's dis 10 1/2
Moss & Camble dis 10 1/2
H. D. Hinton & Sons (new list) dis 10 1/2
Heller Bros. Horse Ramps dis 10 1/2
Nicholson dis 10 1/2
New American dis 10 1/2
Union File Co. dis 10 1/2
Stubs, new list dis 10 1/2

FLUTING MACHINES. dis 10 1/2
Knox, 1/4-inch Rolls dis 10 1/2
Knox, 1/2-inch Rolls dis 10 1/2
Knox, 3/4-inch dis 10 1/2
Knox, 1-inch dis 10 1/2
Knox, 1 1/4-inch Roll dis 10 1/2
Knox, 1 1/2-inch Roll dis 10 1/2
Knox, 1 3/4-in., \$3.50; 6, 4-in., \$6.50 each dis 10 1/2
Knox, 2-inch dis 10 1/2
Knox, 2 1/2-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 3-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 4-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 5-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 6-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 7-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 8-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 9-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 10-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 11-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 12-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 13-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 14-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
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Knox, 19-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
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Knox, 21-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
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Knox, 31-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 32-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
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Knox, 37-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 38-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
Knox, 39-in., \$3.50; 6-in., \$6.50 each dis 10 1/2
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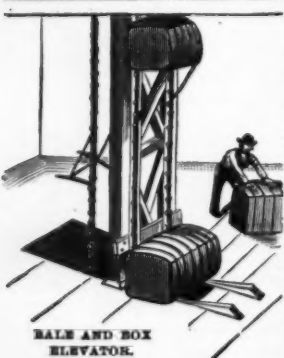


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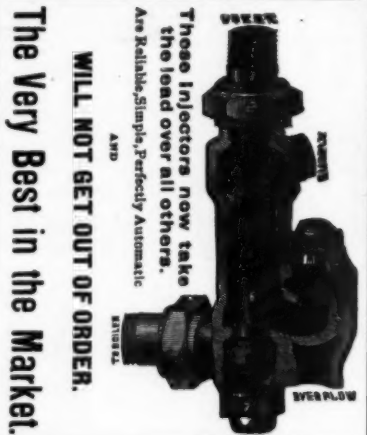
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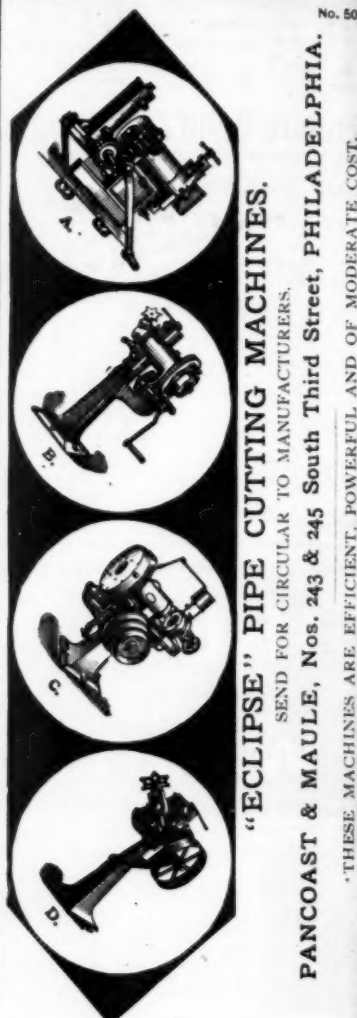
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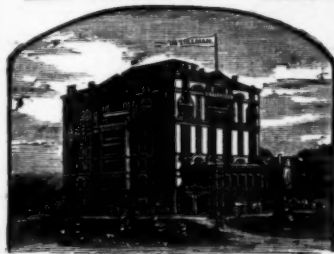
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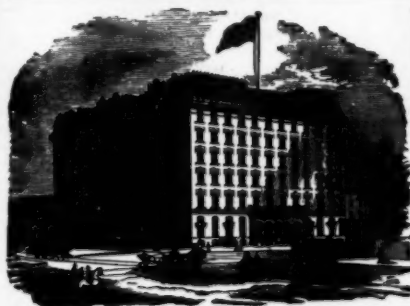
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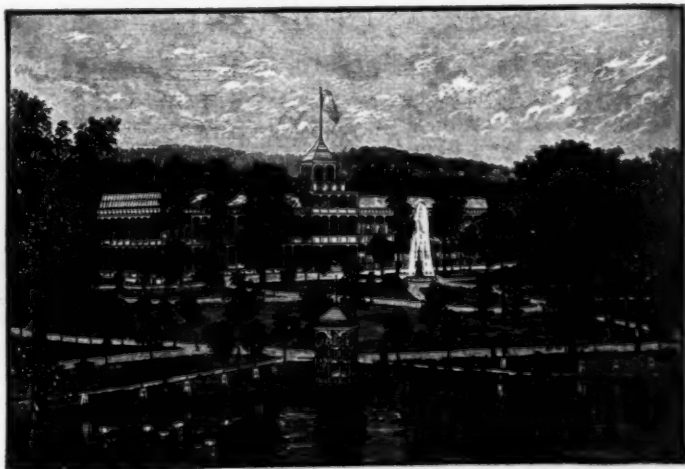
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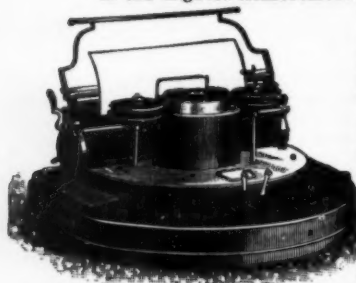


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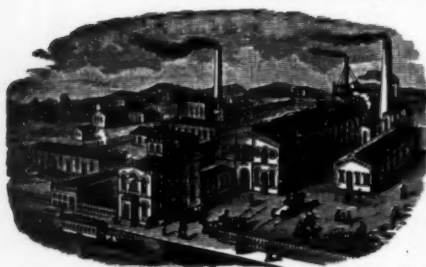
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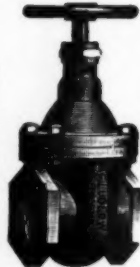
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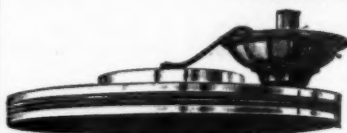
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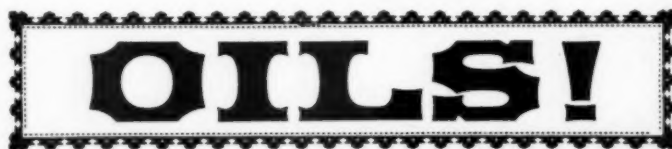
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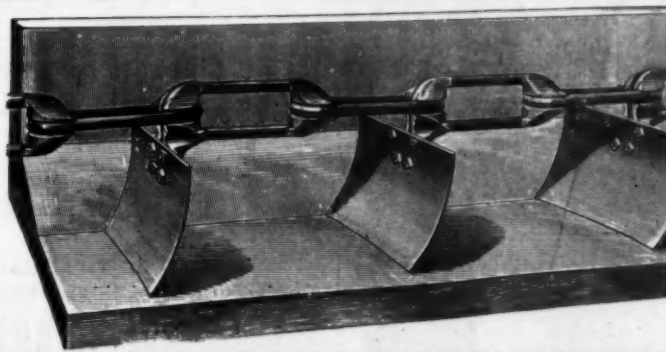
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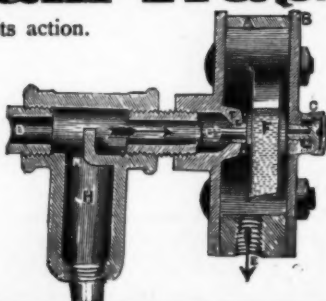
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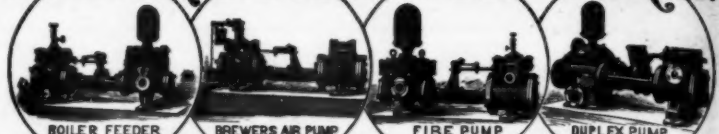
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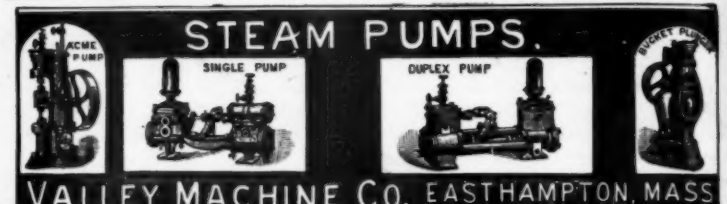
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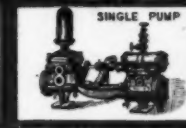
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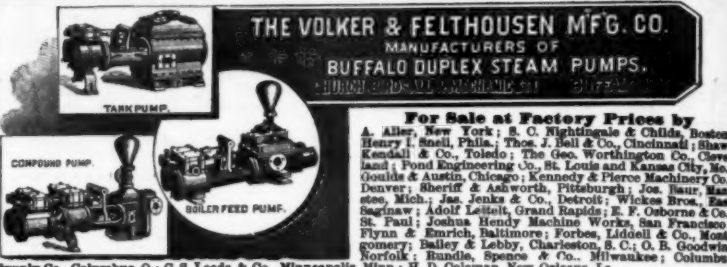
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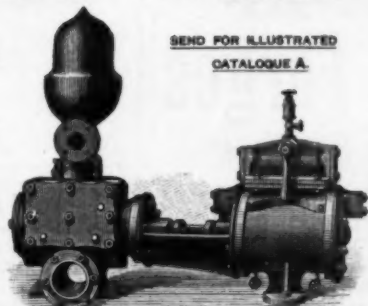
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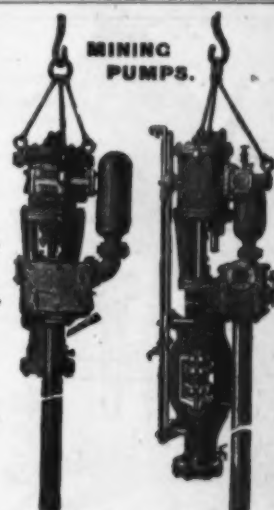
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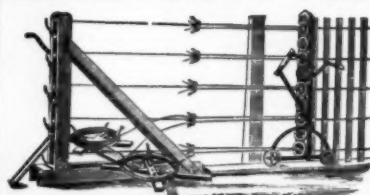


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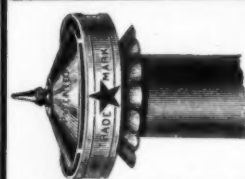
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